



# 2nd book tells other half

Sam Churchill, a Clatsop county native who returned here to live after retiring from a newspaper career in Yakima, has just written his second book, "Don't Call Me Ma."

Churchill had previously written "Big Sam," the story of his father's career as a logger for Western Cooperage Company at its camp on the Klaskanine. "Big Sam" made a substantial splash on its publication in 1965, and its sequel may well do the same.

"I had left out a lot of material in 'Big Sam' and didn't have much in it about my mother," Churchill said. "Doubleday, my publisher, had asked for a sequel, so I wrote 'Don't Call Me Ma!'"

Churchill says he doesn't know if he will write another book.

"I'm nearly 66," he said. "I don't know what I would write about. If I made it a trilogy, it would have to be about me, and I'm not that interesting."

Sam Churchill was born at St. Mary's Hospital in Astoria in 1911. His parents lived at the Western Cooperage camp, on the county road to the Nehalem at a point later known as Welker's Store. The side road leading eastward up a branch of the Klaskanine from that point is still known as the Cooperage Road. The campsite, however, has long since vanished into the swift-growing brush. It was shut down in the 1940s. The camp was opened in 1914, when Little Sam was three years old. Previously it had been located about two miles south of Olney. The company railroad ran up the Klaskanine valley from a log dump at Olney.

In 1914 the Churchills moved to Trenholm in Columbia County, then to Portland where Big Sam worked in the Western Cooperage mill in St. Johns, but returned to the Klaskanine camp in 1916.

Little Sam started school in a one-room shack there in 1918. His first grade teacher was Della Brown. Other teachers at various times included Violet Olson of Olney, Marguerite Pinnell of Astoria, who became Mrs. George Brunner and now lives in Bakersfield, and others.

By 1922 the list of students had shrunk to two, Little Sam in the fourth grade, Howard Tate in the eighth. The school board refused to continue the school for one child after Tate graduated, even though Sam's parents and another couple at the camp offered to pay the salary of \$100 monthly.

So, Mrs. Churchill and little Sam moved to Seaside, where he entered the third grade that fall. They left the exciting life of the logging camp with considerable reluctance. They continued to live in Seaside until Sam graduated from Seaside High in 1930. John Jandrall, who still lives in Seaside, was principal of the high school then.

Sam worked a year for the A.R. Wascher grocery store in Seaside, then went to Santa Ana Junior College in

California, where there was no tuition charge. A Seaside school mate, Howard Randles, was attending the college and recommended it. He now lives in San Francisco and works for the Matson Steamship Company.

"I spent three years on the two year course because I fooled around a lot," he said.

Churchill attended U. of Oregon for his junior year, but then came back to the logging camp.

"I didn't like college. I wanted to work in the woods," he said.

After another spell at Wascher's grocery, Sam got a job as roustabout in a Hollywood movie company making a film called "Roaring Timber" and featuring Jack Holt, a well known star of those days.

Later, when the film company had departed, Sam worked on the railroad section crew for Western Cooperage, then on the "rig-up" job, which involves setting up donkey engines and spar trees and similar duties.

"I worked in the woods two years. Then it began to look as though things were winding up," he said. Much of the virgin forest had gone as timber owners, oppressed by taxes, spent the depression years cutting and getting out.

"Big Creek, Tidewater and others were winding down," Churchill said.

So he left the woods and worked in a gold mine near Grants Pass for a time. On a visit home to Seaside, where his mother was still living, Churchill looked for a job.

"Mother said Pacific Power had an opening in the office, and why didn't I go talk to Mitchell Thorne, the manager there. I did and got the job. This was in 1939. In 1940 Dorothy came, transferred from Yakima, to be home service lady in Seaside. We were married later the same year."

In 1942 the Churchills had a daughter, first of three children, and Sam joined the Navy for a tour of duty aboard the submarine tender Orion in the South Pacific.

After three years of service, Churchill left the Navy when peace came and they moved to Sunnyside in the Yakima Valley which had been Dorothy Churchill's home town.

He worked for a variety store and funeral parlor, and then got into radio.

"A Yakima station wanted to set up a satellite operation in Sunnyside, with a 40-minute daily program and a little local news program," Churchill said. "I got the job through the chamber of commerce manager, who knew I had a yearning to write."

"That was my first taste of news work and I really liked it. I seemed to have sort a natural knack as soon as I got the hang of it."

As a sideline, he was offered the chance to be Sunnyside string correspondent for the Yakima Morning Herald.

Eventually a full-time radio station started in Sunnyside and Sam Churchill

became its newsman.

But the correspondence work for the Yakima paper was so fascinating that Churchill soon was devoting more time to it than to the radio job.

"So I got fired from the radio station," he said. "I tried free lance writing. In two months I sold one story for \$25. Then, in 1951, I got on the Herald as a fulltime reporter. We moved to Yakima, where I worked from 4 p.m. to 2 a.m. on the morning paper."

"This was it, what I had been looking for all those years."

Former Astoria news man Bob Lucas, who had served several years as editor of the Yakima newspapers before moving on to Denver, returned to Yakima as editor.

"I was working on the copy desk when Bob got me started writing a column. He told me I could write and talked me into doing a column. I started it in 1969. Bob Lucas helped me with it at first."

The Column, called "Sam's Valley," ran three to four times weekly and proved highly popular, as Lucas has testified many times on Astoria visits.

How did Churchill happen to write a book?

"I once wrote an article on the Tillamook Burn for Reader's Digest. A reader there gave my name to the

Doubleday Company. They wrote me in the early 1960s, saying they had read the article. They liked my style. They asked me if I was working on a book or would consider writing one. I responded, telling them I had often thought of writing a book about the logging camp life and my father. They liked the idea, so I wrote 'Big Sam'."

Churchill said he had always missed Clatsop County during his years in the Yakima valley, and dreamed of writing about it.

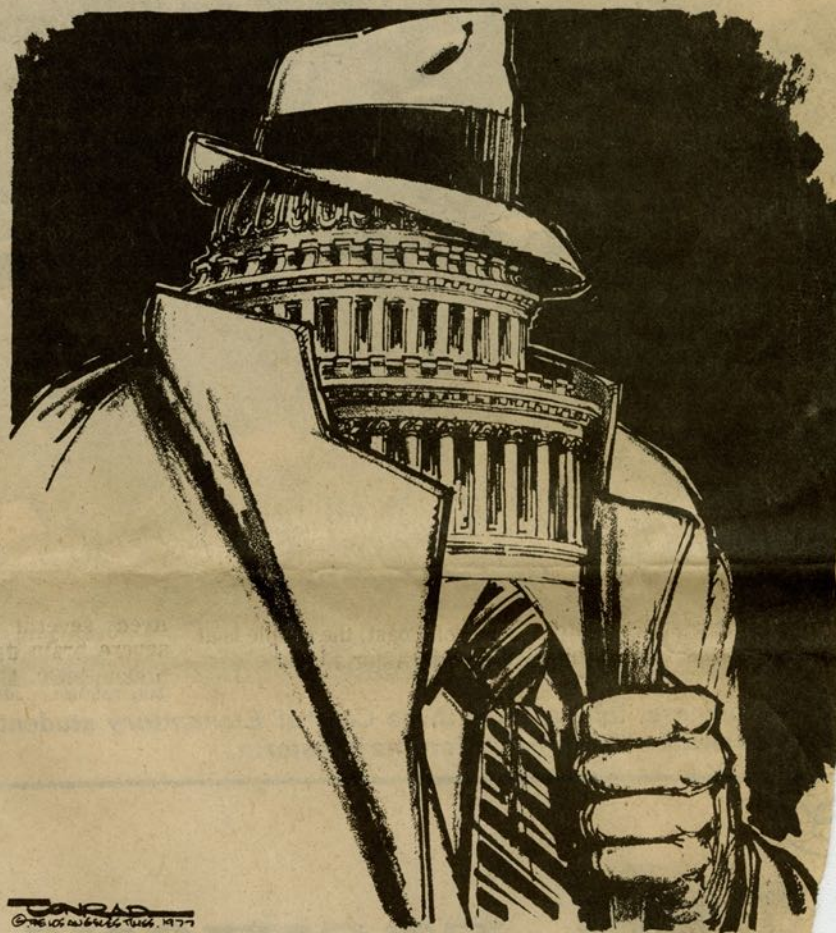
Mrs. Churchill explained.

"Living in the valley, where he wasn't really at home, planning and writing the book was an anchor tying him to home. He wanted to put the Western Cooperage camp and its people into print."

Sam retired from the Yakima newspaper in 1974 and the Churchills promptly moved back to Clatsop County.

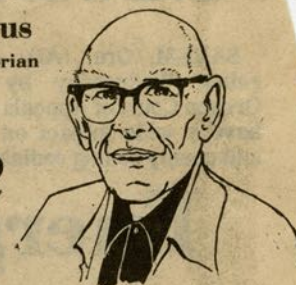
Churchill's books have a lot of local interest. The names of people are familiar to old timers in the area. So are the places. For instance, a near neighbor at the logging camp was the Robert Ziak family, parents of Robert Ziak of Knappa, well known today as a wild life conservationist.

Young Sam's baby sitter was Mrs. Emma Splester, long well known in the Olney community. There are many other well-known local people in the books, some of them still living.



Unindicted Co-conspirator





# 1930s' events spelled trouble

Back in the 1930s there were a couple of developments which spelled trouble for the Columbia River salmon runs and for the commercial fishing industry based on those runs.

One was the federal dam-building program launched by President Franklin D. Roosevelt. The other was the discovery that chinook and silver salmon could be caught in the river with a sportsman's hook and line.

The dam-building program started with Bonneville and Grand Coulee. It continued as more and more dams were constructed during the 1940s and 1950s, each one wiping out more of both upstream and downstream-travelling salmon and each one destroying more and more spawning grounds.

While the dams were gradually eating away at the fish runs, an ever-growing horde of sportsmen descended on the river and eventually on the adjacent ocean areas. As these sportsmen encountered a continual decline in the number of salmon available, it was perhaps natural that they should blame the only thing they could see — the commercial fishing fleet.

The sportsmen knew nothing of the condition of the salmon runs before the 1930s. They didn't realize that the runs had sustained a big commercial fishery for decades, without serious depletion of the fish stocks. They saw only that there were fewer fish each year and that the gillnetters were catching fish.

So the natural tendency ever since has been for sportsmen to demand incessantly that commercial fishing be curtailed. There has been curtailment upon curtailment but still the fish runs decline, and the sportsmen can see only one cure — more curtailment of the commercial man. They have not seen that the dams, aided by pollution and irrigation, are gradually destroying the runs.

The state of Idaho has sportsmen galore, but no commercial fishing industry. It naturally seeks further curtailment or total elimination of the commercial fishery so its sportsmen can get what they consider their fair share of the salmon.

So Idaho has pressed for admittance to the Columbia River Fisheries Compact, and has brought suit in federal court to force Oregon and Washington to make it a partner. A news dispatch this week says that an attempt to settle the suit out of court is not getting anywhere. It quotes the

Idaho attorney general as charging that Oregon and Washington are permitting so much commercial fishing that an adequate upstream escapement of salmon is not being obtained. Not a word does he say about downstream sportsmen catching too many fish, or the Indians getting too many, or what ideas Idaho might have to combat effects of dams!

This is the attitude Idaho has exhibited all along. No wonder the commercial salmon industry opposes its admission to the compact. The commercial fishermen know that it is not they, nor the sportsmen, nor the Indians which cause the continuing decline of the salmon runs. It is the dams, and the only logical way to provide more fish is to do something to curtail the slaughter of salmon, both adults and fingerlings, that occurs at each of the series of dams that have turned the lower Columbia into a long series of lakes.

Mrs. Aina Montag of Portland, formerly of Deep River, Washington, is going to get a boat trip to Deep River August 27 as a special treat in observance of her 87th birthday, which comes in September.

Her daughters, Mary, Frances and Louise have made arrangements to charter the excursion boat Astoria Queen for a trip across the Columbia to Deep River and back. Many of her relatives will go along, and are expected to fill the Astoria Queen to its capacity of 80 passengers.

A picnic at Lumbermen's Park in Naselle will follow the boat ride to Deep River, according to Ed Ross of Astoria, a nephew of Mrs. Montag.

He said Mrs. Montag was reared in Deep River and then taught school there.

"She attended my mother during my birth there, when she was 14 years old," Ross said.

She later married Fred Montag, who was superintendent for Deep River Logging Company, and about 1920 they moved to Portland, where her husband and his brothers operated Montag Stove Works for many years.

When the daughters arranged for the charter with the two Columbia River bar pilots who operate the Astoria Queen, the pilots said they had no prepared talk on Deep River, as they have for the Columbia, nor any knowledge of the channel.

"Don't worry, Ed Ross can take care of both these chores," the daughters said, with confidence. Now Ross has to worry that he can measure up to these commitments.

There has been a recent rash of new books on early western railroads. The Superior Publishing Company of Seattle has sent along copies of a couple of them, one a history of the Grand Trunk Western Railroad in the U.S. and Canada; the other entitled "Tragic Train" is the story of the still unsolved mystery of the wreck of the streamlined train, City of San Francisco, near Elko, Nevada, in August 1939.

Nearly 40 years later, the Southern Pacific still maintains a standing offer of \$10,000 reward for information leading to solution of the mystery.

The City of San Francisco was one of

the early diesel-powered streamlined trains. It went into service in 1938 and was wrecked by saboteurs little more than a year later.

Someone loosened a rail, sending the train plunging through a bridge across the Humboldt River and killing 24 people and injuring many others. The book, written by Don DeNevi, an Oakland college teacher, tells the story in great detail of the wreck and of the subsequent massive search for the perpetrators. Thousands of people were questioned and many clues were run down, all to no result. The train wreckers left considerable evidence, including clothing and tools, but have never been identified.

The book is an interesting account of one of the worst railroad wrecks in U.S. history, one that is a continuing mystery.





# Astorian opposes treaty

An ardent, active and vocal foe of the proposed Panama Canal treaty is Mary Elizabeth Boyington Ausnehmer, former Astorian who has spent nearly 30 years in Panama as a nurse in Canal Zone hospitals.

Mrs. Ausnehmer, who will retire the end of next year, was visiting here for a few days with friends last week and says she hopes to return to Astoria to live after retirement. Even the rain, which was falling freely during her visit, makes her feel at home here.

She is the daughter of the late County Judge and Mrs. Guy Boyington and has inherited a good deal of her father's fighting spirit that helped him accomplish much for Clatsop County during his career as the leader of the county court — now known as the board of county commissioners.

Mrs. Ausnehmer has had an active career in Canal Zone and Panama affairs. She has been president of the nurses' union and first vice-president of the Central Labor Council, representing 14 unions. In that capacity she went to Washington, D.C. in 1975 to testify before the House Merchant Marine and Fisheries Committee which was investigating U.S. policies in the Canal Zone. She won an outstanding citizen award in 1975 and an award as outstanding woman employee of the Zone.

She has also won an award for outstanding Girl Scout work — she has been active in that work ever since she won the Girl Scouts' Golden Eagle award in 1929 in Astoria at the age of 12. Her Girl Scout leaders of those days, Maud Crouter and Vivian Jackson, are still living here.

"We work closely with the Muchachas Guías of Panama, the Girl Scout organization of that country, and with the International Girl Scouts," she said. "a big accomplishment of ours was to get the U.S. and non-U.S. people to work together, both in Girl Scouting and in the Central Labor Council."

Mrs. Ausnehmer said that from her experience she can testify that many Panamanian people do not welcome the treaty, as they feel secure with the U.S. in control of the Zone.

"In Girl Scout work we sing their songs, honor their holidays and learn their customs. We get along well with them, we like them and they like us. We are not colonialists."

One of Mrs. Ausnehmer's concerns is the fate of 3,000 to 4,000 canal employees if the U.S. surrenders the

canal and Canal Zone to Panama. Her 1975 testimony before the House committee in Washington included an appeal for an amendment to the proposed treaty guaranteeing the future of these people.

She makes the argument, against the treaty, that \$752 million of the original cost of the canal has not yet been paid back to the U.S. treasury — money that came from the U.S. taxpayers. This should be paid back before giving the canal to Panama, she argues.

She charges that H. C. Linowitz, one of the U.S. negotiators of the proposed treaty, has conflict of interest due to banking connections that have Panamanian interests.

"Our Navy would be crippled without the canal," Mrs. Ausnehmer says regarding military aspects of the treaty. She suggests strongly that the Torrijos government of Panama has connections with the communists. Also, she charges the government is unstable.

Mrs. Ausnehmer was reared in Astoria, attended local schools and graduated from Astoria High School.

She did her nurses' training at the old St. Marys Hospital school of nursing and the University of Oregon nursing school, graduating in 1942, and attended Oregon State University.

She went to Panama soon afterwards as a nurse and has worked in several hospitals in the Canal Zone. Currently she is with the Canal Zone Mental Health Center.

Her family's connection with Panama goes back to the days of its construction, when her great grandfather, B. C. Kindred, went there as a ship captain. Her uncle, Walter Matheson, who was a Columbia River pilot, went there as skipper of a tugboat during the canal construction.

—O—

Old timers around here will remember Elmer Richard (Dic) Nivala, who left Astoria during the depression years of the 1930s with one cent in his pocket, to go around the world.

He got to Finland in time to get into the Finnish army that was fighting Russia in the Winter War of 1940, and later appeared in his Finnish uniform in Astoria to campaign for funds for Finnish relief.

Nivala, who has lived in recent years in Victorville, Calif., has written the Daily Astorian to report that he has been organizing "Operation Alaska's



Elmer Richard Nivala, ex-Astorian, shows Lapland Santa Claus costume he hopes to wear in Alaska this Christmas.

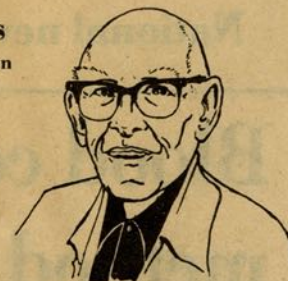
Needy Children" and has the support of several churches and labor unions, as well as county officers.

The purpose of the effort is to raise funds for toys and other goods for needy children in Alaska communities, and Nivala hopes to fly to Alaska to present toys and gifts to 40 children of Alaskan Youth Village and 40 more at the

Turning Point Boys' Ranch in Willow, Alaska.

Nivala sent along a picture of himself in a Lapland Santa Claus costume. He says he has spent 12 Christmas seasons presenting toys and gifts to needy youngsters in Brookely, Bellingham, Van Nuys, Hollywood, Helsinki and other places.





# Book recalls area history

How would we like to have British guns mounted on Cape Disappointment, frowning down over the mouth of the Columbia and controlling navigation of the river?

Establishment of a British fort there was a serious possibility in 1845.

Stan Church of Clatsop Plains, an avid student of the history of this area, has called to my attention a book, "The Hudson's Bay Company as an Imperial Factor, 1821-1869", by John S. Galbraith, which tells of the British threat of 1845.

That was during the uneasy time of joint occupation of the Oregon country by Great Britain and the United States, when the Hudson's Bay Company was in actual occupation of Oregon but American settlers were beginning to come in across the Rocky Mountains.

James K. Polk had been elected president of the U.S. in 1844 and one of the campaign slogans that had helped elect him was the bellicose "Fifty-Four Forty or Fight." He was truculent against British occupation of Oregon in his inaugural address in March 1845 and in subsequent speeches.

There was real fear of war with Great Britain over the Oregon question, as well as over other issues.

Sir George Simpson was the Hudson's Bay Company governor of its North American operations and was much concerned about Oregon. He went to London to talk with Sir Robert Peel, the prime minister, and Lord Aberdeen, the foreign secretary.

Simpson hoped for a partition of Oregon with the Columbia River as the boundary; the American secretary of state insisted on the 49th parallel, without insisting on Fifty-Four Forty, as demanded in the campaign slogan.

Simpson's London conferences resulted in a decision to attempt to fortify Cape Disappointment to strengthen the British claim on that part of Oregon north of the Columbia.

"The tone of Simpson's correspondence with the British government at this time was not one of quiet resignation," Galbraith writes. "He knew that Peel and Aberdeen, little as they cared for Oregon, would not tolerate American aggression. War seemed not improbable, and Simpson preferred war to the abject surrender of the Company's interests..."

"To protect British interests in Oregon, he suggested the dispatch of two steamers and two sailing ships of war with a large body of marines. The British government should take possession of Cape Disappointment, at the entrance to the Columbia, and erect a battery that would command access to the river. The Company would attempt to raise a force of 2,000 men,

composed of half-breeds and Indians from both sides of the Rocky Mountains, for service in Oregon."

Peel and Aberdeen were alarmed by the truculent talk of the new American President Polk. They listened carefully to Simpson's proposals.

To prepare for carrying out these plans, the government assigned two Army officers, Lts. Henry J. Warre and Mervin Vavasour, to accompany Simpson when he made his impending annual visit to Oregon. The two officers were to travel in the guise of hunters, but were to map Cape Disappointment and, if possible, occupy that point and prepare to establish a battery.

Apparently Warre and Vavasour didn't fool many Americans. Their mission became common knowledge. Arriving at Cape Disappointment under the guidance of Peter Skene Ogden, Hudson's Bay Company chief factor in Oregon, they found Americans living there in hastily-erected shacks.

Simpson had warned against any forcible attempt to take possession if Americans should be found there, but Ogden urged them to try to buy the required land. They were hesitant, so Ogden bought the land himself for \$1,000.

Warre and Vavasour proceeded to map the area, but before any fortifications could be built, negotiations between the U.S. and Great Britain had produced a peaceful settlement, establishing the boundary at the 49th parallel, but leaving all of Vancouver Island to Great Britain, along the navigational rights on the Columbia.

Ogden had become disgusted with the lack of aggressiveness of the two Army men. He described Vavasour as "a disagreeable puppy and at times most disgusting particularly when under the influence of brandy and opium—truly a noble specimen of Her Majesty's Forces."

The Oregon dispute ended with the American government getting virtually all it had demanded — perhaps due in part to the vacillation of the British officers in seizing Cape Disappointment, as well as to a lack of serious interest by Peel and Aberdeen in remote Oregon.

But it was a close call. If Britain had won its demand for a Columbia River boundary, we might have British guns on Cape Disappointment today and Astoria would be a border city.

When does a town become a ghost?

This question is provoked by an article in a recent issue of "Ruralite," a publication issued on behalf of the Rural Electrification agency, and sent to me by John Grimes, county extension agent.

The article is devoted to Northwest ghost towns and among them it lists Skamokawa and Clifton.

Skamokawa is not what it used to be in the days when communications were almost entirely by river boat along the lower Columbia. But people still live there and they may not appreciate having their community called a ghost town.

The article says that Skamokawa at its peak, near the turn of the century, had 400 to 500 residents; now it scarcely has 100. But the town still functions, although its old waterfront has deteriorated greatly from the days when Skamokawa Creek was the main street of the community.

Clifton is more truly a ghost town, although three or four families still live there. It once was a lively fishing community, where Columbia River Packers Association, Inc., maintained a station. There were a school, a couple of taverns, a skating rink and dance hall.

With the shrinkage in gillnet fishing caused by Columbia River dams, Clifton began fading some 40 years ago and today there is little left but rotting docks and collapsing buildings.

Also listed as ghost towns in the

magazine are Camp McGregor, in far southeastern corner of Clatsop County, and Bayocean, on the now-vanished sandspit between Tillamook Bay and the Pacific Ocean.

Camp McGregor was an Oregon-American Lumber Company camp, established in the early 1920s on Rock Creek. It had 300 loggers living there, many with families, and was reached by railway from Vernonia, across the line in Columbia county. Burned out in the 1933 Tillamook forest fire, it was rebuilt and lasted until its abandonment in 1957.

Camp McGregor in its heyday was a voting precinct and usually had the distinction of being the last one in Clatsop County to report its returns, due to the long, roundabout trip from there to the court house in Astoria. In fact, there were occasions when Clatsop County was the last one in Oregon to report complete election returns, due entirely to the slow arrival of the two dozen or so votes from Camp McGregor.

Today nothing is left of Camp McGregor. The Ruralite article mentions other Nehalem Valley ghost towns, such as Treharne, Camp Eight and Kist, which have also vanished.





## Bits and Pieces

Fred Andrus  
For The Daily Astorian



# Car collecting rewarding

Collecting and restoring vintage automobiles can be a good family hobby. It can even be profitable.

So says Vern Larson, veteran Astoria automobile dealer and salesman, who has bought and restored 38 old cars since he got involved in the hobby in 1960.

Larson says a beginner would be wise to start cautiously, after careful investigation, for it is easy to get burned.

Larson is one of some 30 collectors in Clatsop County. In the nation there are some 750,000 vintage car buffs, according to a recent article in *Business Week* magazine, and the number is growing.

"It's a different world when working on antique cars," says Larson. "There's release from the pressures of the day. It's a good family hobby that is rewarding in the satisfaction of bringing a car back as closely as possible to the original, and then using and driving it. The hobby also is profitable but many collectors feel that aspect is secondary."

How did Larson get into this enterprise? "No special reason," he said. "I ran across a car like one my folks had owned, and I decided to restore it. Lots of collectors start that way."

Is it hard to find cars to buy and restore? "No," he said, the cars will find you out, once people know you are in the market."

Larson recalls he found a 1915 Model T Ford touring car and a 1927 Buick brougham in the same garage, between here and Seaside, when the owner phoned him.

"There must still be lots of vintage cars stored in garages around Clatsop County," he said. "I know of a case in the past two months when two Cord cars—one of the most valued cars for collectors—were taken from the basement of a house within a block of Gyro Field. They were a 1931 convertible and a 1931 four-door sedan, worth around \$6,000 to \$7,000 apiece, unrestored. They went to a collector in San Francisco."

"About a year ago I got a call to see an old car in Warrenton. It was a 1927 Packard, and it was promptly sold."

One of the most unusual cars Larson obtained was a 1916 Oldsmobile truck. He restored it and later sold it to a local resident who still has it.

Larson has eventually sold most of

his restored cars.

"I don't advertise them for sale," he said. "People come to see me. Recently I sold my 1926 Rolls-Royce to a man who came to town to deal for it. He got here at midnight, bought the car, and drove it back to Portland over Highway 26 that night, in February. I had bought the car from a Woodburn man who originally imported it from England."

Vintage cars are where you find them.

"Once we were vacationing and visited an antique shop in Carmel, Calif. I got to talking to the owner and learned the man next door had a couple of vintage cars and one was for sale, in a garage in Salinas, about 18 miles away."

"I wasn't exactly looking for a car to buy, as we were on a holiday, but we were going that way the next day, so we stopped in Salinas and I looked at the cars. My eyes bugged out. The one for sale was a 1926 Nash touring car with 20 inch disc wheels, a rare find. I bought it on the spot, although I had no idea how I was going to get it home."

"Finally I arranged with a convoy company there to pick it up and send it to Astoria by convoy."

"However, I forgot to notify the folks at Ernie Garcia Ford that it was coming. When the convoy of new Fords arrived, a 1926 Nash rolled off behind them."

"I don't know where it came from," the convoy driver told the astonished Ford people. "As far as I know it was back-ordered."

Vintage cars are divided into four categories: (1) antiques, which are about 40 years old or older; (2) classic cars, about 1920-30 vintage, designated as such by the Classic Car Club of America; (3) Milestone cars, designated by the Milestone Car Society and including post-WWII models up to 1964. They are classified according to desirable years, and include such as 1941 Cadillacs, 1955-6-7 Thunderbirds, and others. Class (4) includes special interest cars, so named for some unusual feature.

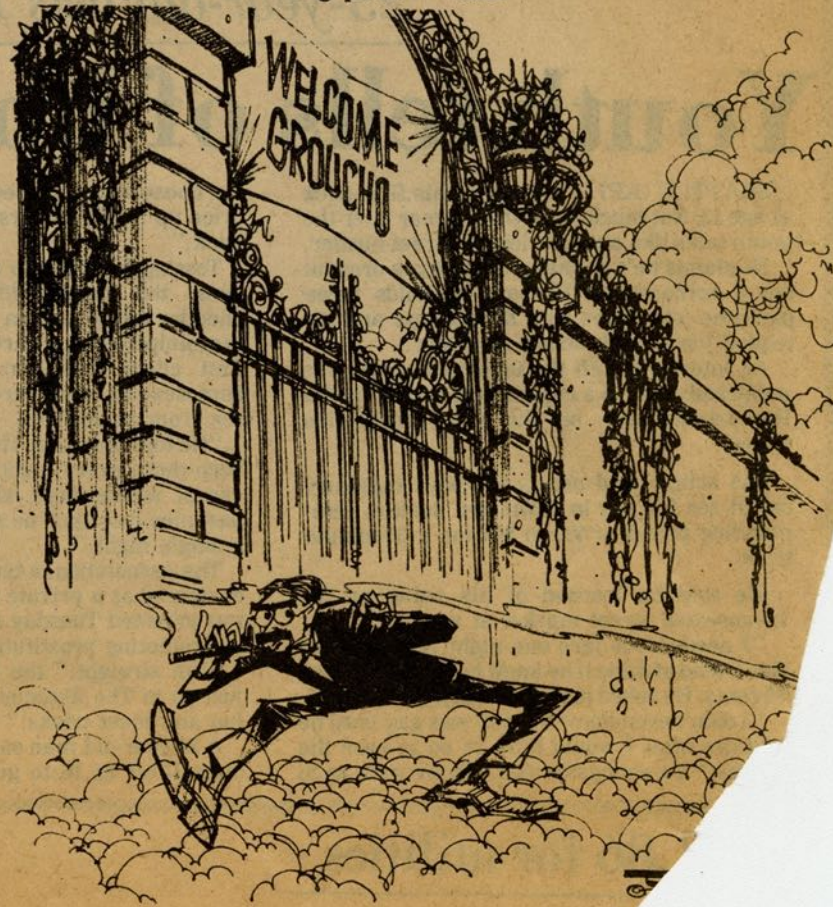
Cars increase in value as time goes by. "The average car you buy now, if you do nothing to it, will double in value in five years," Larson said. The rate of increase in value is 10 per cent a year, plus 5 per cent inflation, for a total

annual gain of 15 per cent."

Larson has lots of advice for the prospective collector. "Start small", he says, "with a \$1,300 to \$1,500 initial investment for a Model A Ford or a Chevrolet from 1929, 30 or 31. Parts are easy to find for them. Ask for advice for the possible cost of 90 per cent restoration, and be satisfied with 90 per cent restoration. Anything beyond that is going to be extremely costly. Join a nationwide club of owners of your type of car. They are good parts sources. Subscribe to *Hemmings Motor News*."

This is a national monthly of more than 2,400 pages, crammed with advertising for old cars, parts and whatnot.

Larson also advises to attend "swap meetings"—there are many in Oregon and Washington—for obtaining parts.



"I would never join a club  
that would accept me as a member."





# Coast highway history

Charles Newlin, Cannon Beach, recently published a book of photographs of Neahkahnie Mountain and dedicated it to John Yeon, Portland architect, who, Newlin alleged, "saved" Neahkahnie Mountain from the Oregon Highway Commission, whose initial plans for a road around the mountain's seaward face would have "mutilated" the mountain.

This remarkable dedication aroused my interest, since I was here when the road in question was built in 1933 and I did not remember any such incident.

I called Yeon, reaching him at his Portland home—he also has a home in Cannon Beach—and what he told me suggested that his dispute over location of the highway had been with R.H. Baldock, state highway engineer at the time, rather than with the commission itself.

"Baldock's philosophy was to build roads as straight as the crow flies, whether commercial or scenic highways," Yeon told me.

The plans called for a straight road along the mountain's face, with more rock removal than seemed consistent with preserving the esthetic qualities of the mountain.

Yeon protested, to no avail, with Baldock, and invoked the help of the Bureau of Public Roads, which liked his idea of a more curving and esthetic plan. It sent out Wilbur Simonsen, a design engineer who had planned the Washington, DC-to-Mount Vernon parkway. Also, at about the same time, the Portland Oregonian published a model of Yeon's proposal for the scenic road around the mountain, and this caught the attention of C.B. McCullough, state bridge engineer, who also like the idea. The result was that Yeon's ideas were incorporated.

Since the archives of the Department of Transportation yield no information on this dispute, it appears that most of the negotiation was oral, involving Yeon, Baldock, McCullough and Simonsen, rather than the Highway Commission.

Yeon told me that the disagreement was not publicized at the time and, he thought, it was better so.

Simonsen's visit also produced a realignment of the new Columbia River Highway then being planned, involving the segment past Rooster Rock and Crown Point, which had originally been planned on a straight line, and was changed to include some curvature.

All this is ancient history, but it recalls one of the important parts of the construction of the Oregon Coast Highway, which ended the isolation of the Oregon Coast only four decades ago.

Probably many coast residents and visitors do not realize how isolated portions of the coast were from the inland valley prior to construction of the modern Coast Highway in the 1930s and early 1940s. Only a few twisting roads wound through the Coast Range passes to the coast, and there was no north-south route connecting the isolated segments of the coast with one another.

In 1919, the Oregon Legislature designated a proposed Roosevelt Military Highway from Astoria to the California line, to be built with the help of federal funds to match a \$2,500,000 state appropriation.

The federal government didn't come through, so the 1921 legislature abolished the name "Roosevelt Military Highway" and re-designated the proposed road as the Oregon Coast Highway.

Work began on a few bits of the road, near populated areas, as early as 1914 when two miles of concrete pavement were laid down southward from the old Youngs Bay bridge at Astoria, and two miles of bituminous pavement near Seaside. These were among the state's earliest bits of paved highway, outside of cities.

Clatsop and Tillamook counties, anticipating the legislature's action, in about 1918 appropriated funds to grade a road around Neahkahnie Mountain. Clatsop built south from Cannon Beach toward the county line, Tillamook northward from Nehalem. Both counties ran out of money, however. The Tillamook portion of the grading reached to a point on the mountain's face. One could drive out there on the rocks, but had to wiggle around and come back.

In 1933 the state awarded the contract to grade 0.99 mile around the mountain's face to Fred H. Slate Company for \$39,770, which seems a tiny sum compared to road building costs today. The company used the two 75-horsepower diesel bulldozers to do the work, with scarifier teeth to break up the rock. No blasting was done, to protect the mountain's face as much as possible. The grading was finished in August 1934.

The Highway Commission had concern for the esthetics of this road, despite Mr. Newlin's strictures against the Highway commission. Department archives reveal that in 1934 it obtained \$15,000 from the federal Bureau of Public Roads to obliterate scars on the mountain. George Otten, Seaside landscape gardener, was retained to supervise this work.

In September 1935, Baldock wrote Otten asking a report on progress of this job, commenting that "nearby residents are much concerned." This

was as close as the archives come to any reference to a dispute over the treatment of the mountain face.

Today the Neahkahnie Mountain segment is perhaps the most beautiful single short stretch of the whole scenic coast highway. For this we can thank not only the highway commission and its engineers, but such concerned citizens as Yeon, who contributed their share to the planning.

Yeon comes by his interest in the coast highway naturally. His father, John B. Yeon, a prominent Oregon lumberman who once drove ox teams in the Clatsop County logging woods, logged on the Elochomin River near Cathlamet, served as Multnomah County roadmaster and was himself a state highway commissioner in 1920-21 when coast road planning was started. The elder Yeon died in 1928.

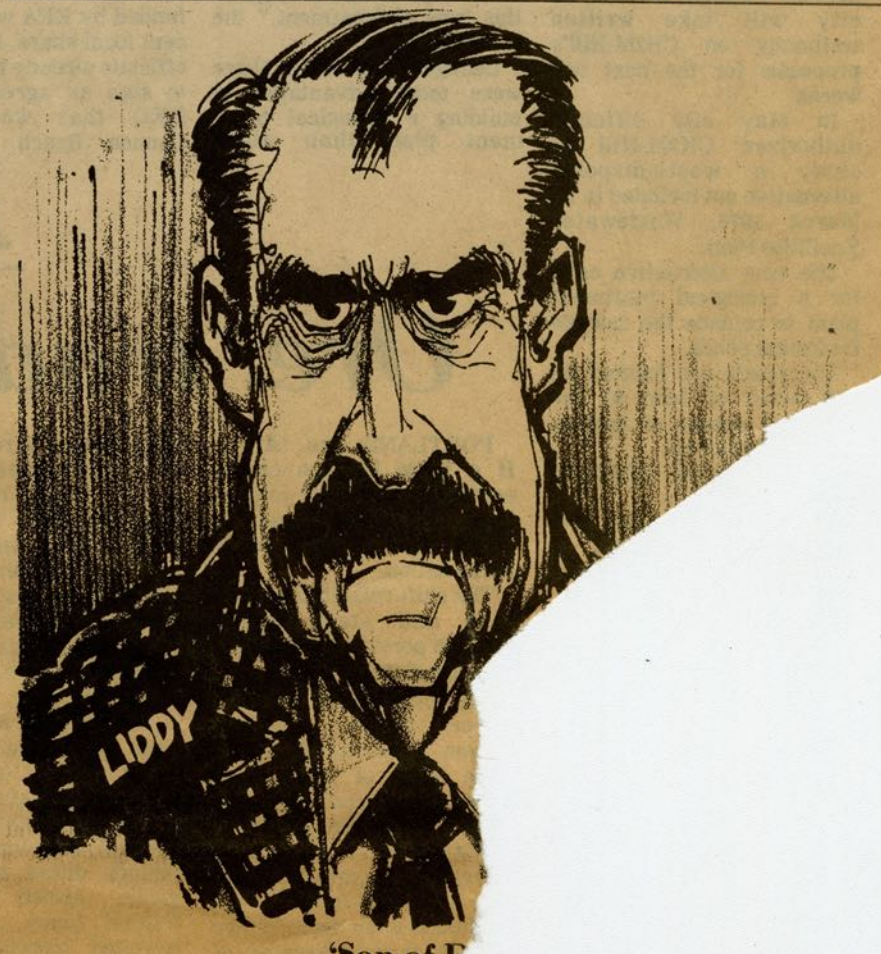
C.B. McCullough, who cooperated with Yeon in modifying the road alignment on the mountain, also designed five bridges on the Coast Highway, across the Yaquina, Alsea, Siuslaw, Coos and Rogue River bays, which are considered superb examples of esthetic and sound bridge design, and

brought McCullough international renown.

The story of building the road around Neahkahnie Mountain is not complete without mention of Sam Reed of Neahkahnie, who worked for years to get the road built. He became a Tillamook County commissioner in 1924 and pushed the county to contribute toward the road's construction.

In recognition of his efforts, the curving bridge over Necarney creek, just north of the mountain and south of the campground at Short Sand beach, was named the Sam G. Reed Memorial Bridge at its dedication in 1941. Completion of this bridge threw the Neahkahnie Mountain route open to highway traffic and eliminated the narrow, winding route via present Highway 53, connecting Clatsop and Tillamook counties, as a segment of the coast highway.

Construction of the 395-mile coast highway was finished in 1934. The five bridges mentioned above were finished in 1936, eliminating ferries used to cross the rivers before that time. Thus it is only 41 years ago that the coast ceased to be an isolated wilderness, amazingly remote from the rest of the state.







# Fire sparked bus line

George Marvin, who died here earlier this month, was one of the original drivers when city bus service started here in 1924, and was the youngest of the group.

Probably few present-day Astorians are aware that Astoria was one of the first cities in the U.S. to replace street cars with buses as the method of public transportation. It may have been the very first.

Bus service came about here because of the 1922 fire that burned the business districts and the wooden streets therein which carried the rails of the street car line. This line connected the east and west ends of the city. It was bisected by the fire's destruction and Pacific Power and Light, which operated the street cars, decided not to rebuild it.

Astoria Transit company was organized by the late Sherman Lovell, head of Lovell Auto Company, and F.J. Young of Portland. A city franchise was obtained and service began July 1, 1924.

L.H. Van Order, who still lives in Astoria, was maintenance man for the new line. Recently he was reminiscing with Bob Lovell and Neil Morfitt regarding the early days of the bus line.

The company acquired six buses built by the Mack Truck Company, Van Order recalled. Buses were painted a deep yellow, and had wicker seats. Each bus held 25 passengers. There was service every half hour from 6 a.m. until midnight. Fare was 10 cents.

Those buses were among the first manufactured in the country specifically as buses. Previously the few buses in service were converted passenger cars or custom-built bus bodies on truck chassis. The Mack buses acquired by the local line had cushion rubber tires, described by Van Order as a transitional phase between hard rubber tires that early trucks used, and the balloon tires that came later. The Astoria line got its first balloon tires in 1926.

The original drivers were George Marvin, Jim Campbell, Charles Hudson, Norman Schrum, Charley Harris, Kenneth Healea, Ted Chambers, Arthur Miller, and three former street car motormen for PP&L—Tom Gore, Ross Van Osdol and John Stangland.

First addition to the bus fleet was a bus made by Yellow Coach company. It was acquired especially for hauling

school children and was capable of climbing the steep hill to Astoria High School—then located in the present Clatsop College buildings.

"Marvin was assigned to drive this bus," Van Order recalled, "because he was a skillful driver and had the ability to get along with passengers, including kids."

Students could ride on special 5-cent tickets, which their parents had to buy. There was no such thing as school bus service in those days.

The bus line was heavily patronized in its early years. Many people in those days did not own automobiles. However, those few who did own cars caused problems.

"Some motorists would drive down town in the morning just ahead of the bus and would pick up prospective passengers waiting at street corners, and give them a free ride to town," Morfitt recalled.

As the years passed, patronage declined and service had to be reduced, but the original route, from 53rd and Birch to the Astor Court grocery on the west, continued almost unchanged for the duration of the company's service in the 1960s.

The bus line never had an accident involving a serious injury during its third of a century of operation.

"There was one bad accident when a bus hit a telephone pole at Smith Point and stove in its front end," Morfitt noted. "No one was hurt, but the driver was fired and word went out that a similar fate awaited anyone who had a bad accident in future."

"The buses used to rattle along Astoria's numerous plank streets and in wet weather would send up showers of spray from the cracks between the planks. Pedestrians had to watch out for such sprays."

"There was a hole in the street at the Doughboy Monument corner, where some planks had rotted away. One of the buses broke a rotten plank and slipped into this hole. Young ordered service stopped, until the city repaired the street. When Lovell heard about it, he had the hole fixed himself and restored service. He and Young had a disagreement over this and Young left the business."

In 1931, the bus line began replacing its original Mack bus with Chevrolets.

In 1942, Van Order resigned as

maintenance man and Marvin replaced him, continuing in that job until he resigned in 1957.

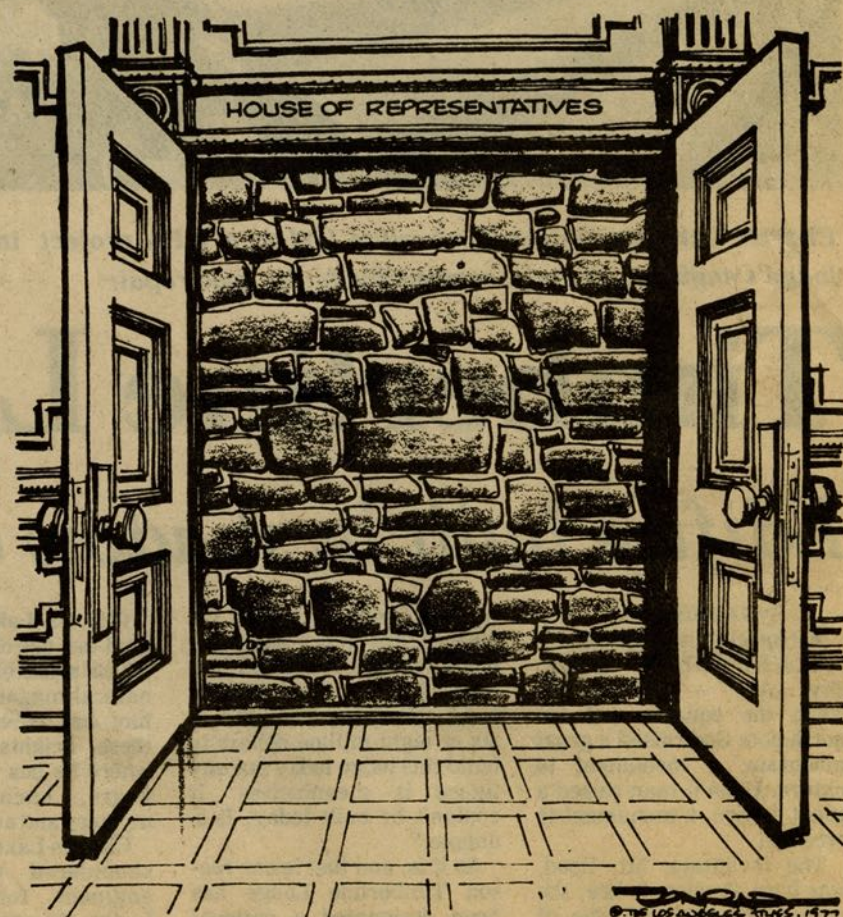
In 1958 Lovell sold the bus line to E.C. Wheeler, who had been its superintendent for several years. Wheeler sold out to James Hoag in 1960, and he kept the line going for five or six years more, before abandoning service.

The Post Office service has plumbed the deepest depths of folly with its new plan to charge 13 cents postage for letters with handwritten addresses and 16 cents for those with typed addresses.

There are millions of people like me

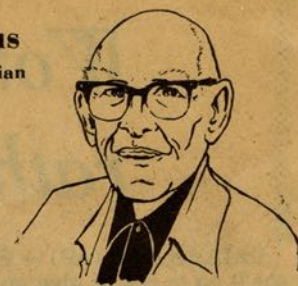
who can't read their own handwriting after a couple of days to forget what one has written. The man-hours postal clerks will lose in trying to decipher hand-written addresses will undoubtedly exceed whatever monetary gain derives from the extra 3 cents on "business" letters. For a lot of us who are calligraphic illiterates will probably start addressing envelopes by hand to save a few pennies, instead of typewriting them as at present.

And think of all the corporations who will order their clerical help to hand-address envelopes by the hundreds and the thousands to save 3 cents a letter!



Koreagate





# First county seat long gone

Clatsop County is haunted by the ghosts of a sizeable number of towns, villages and hamlets that flourished briefly, then perished and are now largely forgotten.

Several were little more than post offices back in the days when the Postal Department maintained offices in many small rural communities all over the land.

One of the early towns in Clatsop County was Lexington, on the left bank of the Skipanon River in what is now south Warrenton. It was originally called Big Bend. It was the first county seat. In 1850, President James K. Polk named William Strong federal judge for this area. He landed at Parker's dock in Astoria, coming by sea. A delegation from Clatsop Plains, which was then the only settled part of the county, met him at the dock and asked him to help form a county government. He named Robert S. McEwan county clerk and asked him to name three commissioners. McEwan did so and they held their first meeting in Lexington, at the home of Fred Swazey.

Lexington was platted in 1854, but soon lost the county seat to rapidly-growing Astoria. In 1903, the post office there was discontinued. Eventually Lexington was absorbed into the far-spreading city of Warrenton.

The same fate befell Flavel, which was situated at Tansy Point, now in north Warrenton. It had a brief period of glory when the Great Northern Pacific Steamship Company picked it as the terminus of a steamer line between the Columbia River and California ports, shortly before World War I.

A big dock was built at Flavel, as well as a hotel. The liners Great Northern and Northern Pacific docked there, meeting a boat train from Portland. But along came World War I and the two liners became troop transports, putting an end to the service and to the town of Flavel.

When I came to Astoria in 1927, the dock was gone but the hotel was still there and a couple of people were selling bootleg whiskey there. Now the hotel too is long gone.

Grand Rapids, located where Buster Creek runs into the Nehalem River, was established in 1892 by the Grand Rapids Improvement Company. The post office opened the same year, but closed five years later when nearby Vine Maple took over the postal service, lasting until 1902. Later at Grand Rapids, the Tideport Timber company established an office, machine shop and roundhouse. The logging railroad that came over the hills from Olney into the Nehalem Valley came down the Nehalem to Grand Rapids, and from

there ran up Buster Creek. The Tidepoint operation was active in the early 1930s.

Olney was once a thriving community with a hotel, shops and other activity. It was the head of boat navigation on the Youngs and Klaskanine rivers, and the terminus of the above-mentioned logging railroad that ran up the Klaskanine and over the hills into the Nehalem Valley. Now Olney is little more than a ghost, with a store, school and grange hall the only things left.

Vine Maple, a little way down the Nehalem Valley from Grand Rapids, had a post office from 1891 to 1902, but is now extinct.

Other now-vanished Nehalem Valley towns include Mishawaka, located on present Highway 202 near the present elk refuge, where Peter Wage had a grist mill; Vesper, which was near the Columbia County line and in 1910 had a post office, two sawmills and a population of 75; and Wilburn, even the location of which is now forgotten, according to Russell Dark, the unofficial Clatsop County archivist who provided the information for this little essay.

The 1910 Polk directory of Clatsop County lists the town of Casey at Youngs River Falls, where Catherine Wood was then postmaster. The grandfather of county Commissioner Al Palmer logged there in early years.

Necanicum was at the point where Highways 26 and 53 now join. In 1910 it had a post office, with Herman Ahlers as postmaster. He was also a justice of the peace for that corner of the county.

Clatsop City, settled in 1840, was located at the north end of present Gearhart and lasted a long time. D.C. Smith ran a grocery store there in 1910 and also served as postmaster. It was later engulfed by encroaching sand dunes and abandoned.

Post office towns along the line of the Spokane, Portland and Seattle Railway included Fern Hill, where Margaret Lewis was postmaster in 1910; Albert, at the Blind Slough crossing, where O.E. Borglund was postmaster in 1910; and Brodie, which later was renamed Brownsmead, after W.G. Brown, a Portland engineer who diked the area and opened it for farming.

Another post office in the same area was Hare, named for James Hare, who was an early day Astoria postmaster and collector of customs. It was later renamed Svensen, for Peter Svensen, a sailor who retired there. The post office there was established in 1895 with A.B. Coe as postmaster.

There may be other ghost communities scattered around Clatsop County that I am not aware of. There certainly were several large logging

camps in the early days which were the equivalent of good sized towns and which now have totally vanished. One was the Western Cooperage camp which Sam Churchill tells about in his books, "Big Sam" and "Don't Call Me Ma." There was a big camp far up Buster Creek, and Big Creek Lumber Company had several camps far up Big Creek. There was the Tidewater Timber Company camp near the summit of the hill between the Klaskanine and Fishhawk Creek watersheds, and Camp McGregor in the far southeast corner of the county, and several others. No trace of any of these now remains.

American Legionnaires in Cannon Beach are reportedly planning a memorial to Peter Slustrop, who died there recently. Slustrop was the oldest member of the American Legion in Oregon. He was born in Denmark and served in the Danish army before he came to the U.S. in time to serve in the U.S. Army in World War I. He was

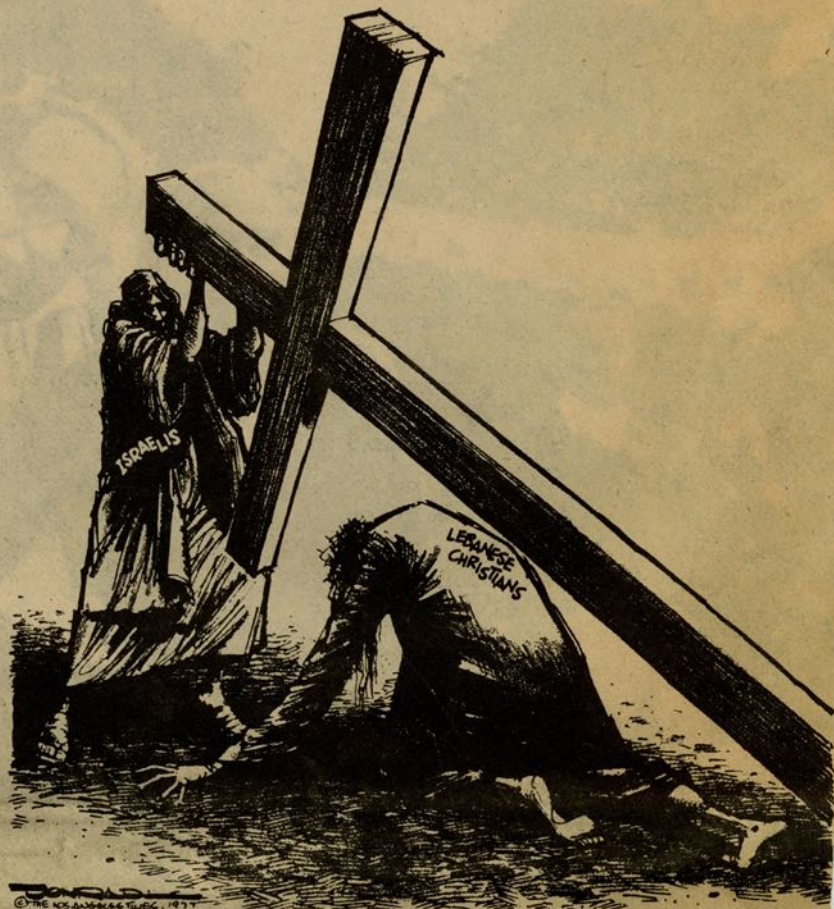
proud of a written citation signed by Gen. John J. Pershing.

The proposed memorial will include a flag pole with a stone at its foot, carrying a brass plate.

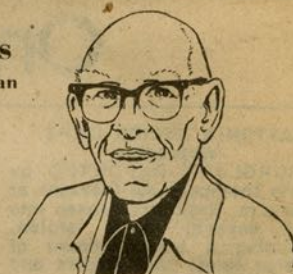
Watt Espey, an Alabama writer and relative of the Espey family that founded Oysterville, is preparing a book about legal hangings in the early days of this country and has written Russell Dark asking for information about such events in Clatsop County.

Dark says there were three such hangings, including the execution of an Indian in the days when the Hudson Bay Company owned Astoria. This hanging was ordered by Dr. John McLoughlin, the company factor in the Northwest, who also was a magistrate. The Indian had killed a trapper named McKay.

There were two hangings in later years. In 1894 a man was hanged in the county jail yard for killing his wife and in 1913 a man was hanged, also in the jail yard, for killing the attorney who had won a divorce for his wife.







# Great hopes anachronistic

Feb. 22, 1924 — Washington's Birthday — was a gala day in old Astoria, for it was dedication day for the fine, new, eight-story gleaming white Astoria Hotel that citizens boasted was one of the finest in the state.

Today, nearly everyone in town is wishing the darn thing could be battered down. It is hard to realize that the hotel was once Astoria's pride and joy.

The hotel was a community project, financed largely by popular subscription, and was built at a time when the need for a handsome hostelry seemed obvious. People in those days traveled largely by train, rather than automobile or airplane. The popularity of the motel, which put most small-city hotels out of business, was still in the future.

The Astoria Hotel—it became the John Jacob Astor late in its career—was largely the brain child of the late William P. O'Brien, Astoria lumberman and one of the city's most distinguished citizens. He was president of the Chamber of Commerce in 1921, the year the idea of building a new hotel was conceived. He headed the committee of citizens named by the chamber of commerce to promote the plans for a hotel, and he headed the Columbia Hotel Company which was organized to finance it.

Astoria lacked an adequate hotel. The Weinhard-Astoria at the northeast corner of 12th and Duane had too few rooms and too small a dining room. The Commercial Hotel had risen on Commercial near 15th and the Merwyn Hotel was about where the Reed and Grimberg shoe store now stands. Both were small.

The committee that promoted the sale of stock for the hotel company included several of the town's most prominent citizens—O'Brien as chairman; banker Norris Staples; merchant C.R. Higgins; H.R. Hoefler, head of the candy-making firm that produced Centennial chocolates; Morton Nelson; C.A. Smith; Sherman Lovell, automobile dealer; Dr. C.W. Barr, Dr. J.A. Rankin, and W.A. Taylor. Later additions to its membership and to the directorate of the Columbia Hotel Company included Austin Osburn, W.A. Tyler, G.A. Hellberg, Frank H. Sanborn and John Tait.

The Columbia Hotel Company was capitalized for \$200,000, and later was raised to \$300,000. Committee members made major stock purchases. Candy maker Hoefler, who owned the half block on 14th between Duane and Commercial, turned it over to the company in exchange for stock.

Committeemen and other citizens conducted a fund drive. The Rev. John

Waters, pastor of St. Mary's Catholic church, for instance, went from door to door selling stock.

In four weeks the company raised a quarter million dollars in stock subscriptions—enough to start building. Construction began in the fall of 1922. Piling had been driven and foundations laid when fire destroyed downtown Astoria in December 1922.

This threw a monkey wrench into construction plans, but served as an incentive to expedite the job, for it wiped out virtually all the town's existing hotel facilities. About the only place left for guests to stay was the ancient wooden Arlington hotel, which stood where is now the Methodist Church parking lot.

Thomas Muir of Portland was the contractor. Plans had been drawn by Tourtellotte and Hummel, Portland architects, and C.T. Diamond of Astoria.

Construction was pushed hard during the year following the fire, although bonds had to be sold to finance the added costs resulting from the fire. The floor plans had to be changed, for instance, because the city government widened the streets in the burnt-out district, which included the hotel site.

Another change in plans was the decision to raise the proposed five-story building to eight stories.

This was done over the objections of O'Brien, members of his family say, because he felt that eight stories and 147 rooms were just too much and too costly for the town to support. That prediction proved all too true in the long run.

By January 1, 1924, the hotel was nearly enough completed that a few guests could be accepted—although for a time they had to sleep on the floor.

Capacity to accommodate guests increased steadily through January and February.

The Rotary and Kiwanis clubs began holding meetings in the big mezzanine floor dining room in February and the Oregon Hotelmen's Association laid plans for its annual convention to be held there in March.

Formal dedication took place on Washington's birthday, as mentioned earlier. John Tait, operator of Troy Laundry and an official of the hotel company, was toastmaster for the lavish banquet held in the heavily decorated new dining room. Speakers were O'Brien, Mayor George Baker of Portland and Oregon Secretary of State Sam Kozar, a former Astoria resident.

Sixty-five Portland citizens came here by special train for the occasion.

"It was a beautiful place," recalls Marshall Leathers of Astoria, who was



Photo shows old stock certificate for the Astoria Hotel

closely connected with the hotel operation in various capacities during most of its active life. "There were oriental rugs and fine furniture in the lobby, which was a big one, extending all the way to Duane Street, with entrances also from Commercial and 14th. There was a big fireplace in the lobby and many palm trees."

There were numerous shops on the ground floor, fronting on 14th and Commercial streets, including barber and beauty shops, photo studio, tailor shop and others.

The big dining room on the mezzanine floor was handsomely decorated and served fine meals, with linen napkins and tablecloths and silver place settings. It was the finest place to dine in the whole Lower Columbia area and it was the fashion among local people to go there, especially for Sunday dinners.

There was a handsome suite of rooms in the southwest corner of the mezzanine floor, which for many years was occupied by William L. Thompson, president of Columbia River Packers' Association, Inc., the predecessor of Bumble Bee Seafoods.

The Columbia Hotel Company had leased the building to Bert R. Westbrook, who had hotel experience in Albany. He operated it until 1929 or 1930, when hard times began to oppress the operation. The economic depression was beginning, several smaller hotels had been built and were providing competition, and the automobile was beginning to replace the train as a way

of travel—opening the era of the motel.

The dining room was beginning to lose money and the 147-room hotel was rarely half full. Austin Osburn, who had succeeded O'Brien as president of the hotel company, wanted Westbrook to open a coffee shop on the ground floor to attract more customers, and to close the dining room except for banquets. Westbrook was reluctant to do this and eventually gave up his lease. A man named Robe ran the hotel for a year or two, then gave it up, and Osburn took over its operation about 1931. He ran it until his death in the 1950s, installing the downstairs coffee shop and changing the hotel's name to John Jacob Astor. He also converted some of the third and fourth floor rooms into apartments and opened the Fur Trader bar on Duane Street.

After Osburn's death his son-in-law, Guyon Blissett, ran the hotel for a time, but was appointed postmaster in Gearhart and had to give up the hotel.

The building was then sold to George Haynes, a retired contractor. He kept it going for a time by housing construction workers building the Astoria bridge, but when they left he ran into difficulties and finally lost the building for unpaid taxes. There have been two or three absentee owners since then, who have talked of refitting the building and reopening it, but nothing has come of those plans.

An eight-story hotel with 147 rooms in a city of Astoria's size is an anachronism today, little more than a half century after it was built with such great hopes for the future.





# Long-forgotten subscribers

The circulation department people of The Daily Astorian were prowling through an old cupboard the other day and came upon a 1922 list of Astoria Evening Budget subscribers who got the paper by mail.

The old list gives some interesting sidelights on how different things were 55 years ago.

For instance, in those days passenger trains were running on the SP&S Railroad and papers would be thrown off the train for customers at places like Flavel Station, Glenwood Station, McGuire Station, Wahanna Station and other points now forgotten.

Who today knows what R.F.D. means? In those days rural mail routes were called R.F.D. for rural free delivery. Letters and papers were addressed to people on R.F.D. No. 1 and No. 3.

There were numerous logging camps and canneries, now long out of existence, that took the paper in 1922, by mail.

There were the Niagara Logging Company, Deep River, Wash.; Potter and Chester Logging Company on the Klaskanine River; Big Creek Logging Company on Big Creek south of Knappa; K.M. Company at Grays River, Wash.; Deep River Logging Company at Deep River, Wash.; California Barrel Company on the road to Jewell; Parsell and Wilme Logging Company at Ilwaco.

The Naval Radio Station at Youngs River was a subscriber. Many people will recall the tall towers of that station, south of Youngs Bay. Another customer was the Knappton Store. Knappton, with a big sawmill, was a thriving town in 1922.

Subscribers in Naselle, Wash., got their papers delivered in care of the Wirkkala Stage Line after they crossed the river on the steamer General Washington.

At Altoona, Wash., the paper was delivered by the steamer Lurline to subscribers who included Altoona Packing Company and Columbia & Northern Fishing and Packing Company.

Subscribers at Skamokawa included Feazle's logging company and Sanborn-Cutting salmon cannery. The steamer Lurline served these subscribers, as well as others at Brookfield, Megler and Cathlamet.

Frankfort, Wash., was not then a ghost town. It had one subscriber.

The Saddle Mountain Logging

Company, Lewis and Malone Camp, McLean & Williams Camp No. 2 were among subscribers, as was McGowan and Sons cannery at McGowan, Wash.

Howard Belton, who served the state of Oregon as a legislator for 22 years and as state treasurer for five, has written a short book, "Under Eleven Governors," just published by Binford and Mort in Portland, which gives some observations on his long service that began with his election as state representative from Clackamas County in 1932. As president of the state Senate in 1945-46 he served 90 days as acting governor when Gov. Earl Snell was out of the state.

His book brings memories of many notable events in Oregon history, beginning with enactment of the Knox law in the 1933 session that set up the state monopoly of liquor sales that still prevails today. He recalls the turbulent career of Maj. Gen. Charles Martin as governor; the state's flax growing activities that were ended by development of nylon and other synthetics in the 1950s; burning of the old state capitol in 1935 and construction of the present capitol in 1937-38; the deaths of Gov. Earl Snell, Secretary of State Robert Farrell and Senate President Marshall Cornett in a 1947 airplane crash, and many other events.

Belton has some comment, based on his years of legislative experience, on good government.

"More legislation, I believe, is not the state's greatest need," he says. "It is no wonder that legislative sessions hold forth from January until harvest season. It takes months to sift the important grains from the chaff. Many problems coming to legislators' attention can best be solved by good administration."

Again he says; "For many years we were assured that by increasing legislative salaries, more capable candidates would be induced to serve the state. It seems to me that the reverse has been true."

Belton, a conservative Republican, doesn't think much of one-man-one vote, which he says almost disenfranchises the sparsely populated areas. He is also dubious about the open meetings law.

Belton is a highly regarded veteran of public service, with a reputation for integrity. His little book has some good advice for legislators and some

interesting background on recent Oregon history.

Mary Esther Smith, Columbia Memorial Hospital's wide-travelling nurse, is now in communist China, one of a group of nurses touring that country. She wrote before her departure for Peking that "I am having a bad time packing my suitcase—we are only allowed 33 pounds to check through and 11 pounds to carry on in a flight bag. We have to worry about clothing suitable for Peking, which we have been told will be cold, and also Canton and Hong Kong which we have been told will not be cold."

The party was due to arrive in Peking Nov. 16 and will be heading home soon.

Charles McCabe, a San Francisco columnist, who is now syndicated in many newspapers, becomes upset when the English language is abused. Recently he became upset when Howard Cosell was abusing it, and wrote the following:

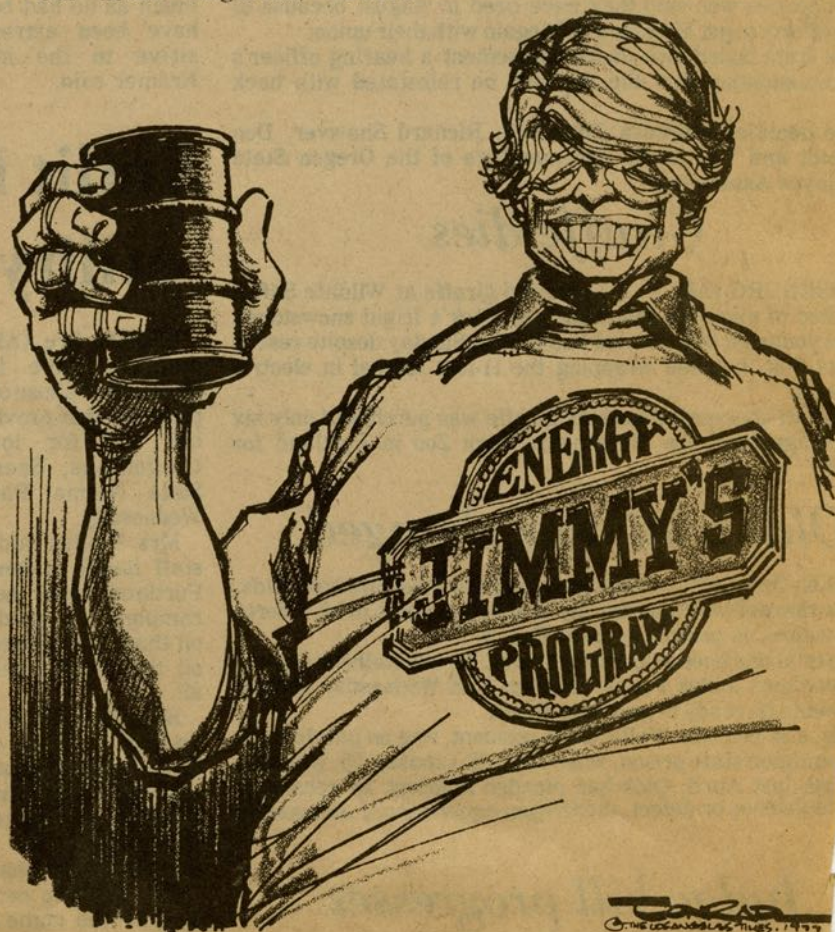
"Our house vulgarian, Howard

Cosell, was abusing the air waves the other night. You could tell it was Cosell by the pinched face and strident ambulance chaser's voice. You KNEW it was Cosell when, in his first sentence, he was nattering about "quarterback situations".

"What the hell is a 'quarterback situation'? What does the phrase say that the word 'quarterback' does not say better and more simply? A while before, during the World Series, Cosell was talking about 'pitching situations'. I have not yet heard him come up with a 'shortstop' situation. I certainly wouldn't put it past him."

It is a pleasure to see such punishment meted out to one who misuses his influential position in broadcasting to abuse the language as Cosell does.

John Knowlton of The Daily Astorian wants to know why most barns are painted red. I don't know. Does any reader have an answer for him?



"When you're out of oil, you're out of gas, too."





# Many people going 'nowhere'

Remember the "Bridge to Nowhere?"

Well, a full decade after upstate scoffers applied that pejorative epithet during construction of the Astoria bridge across the Columbia, more than three quarters of a million vehicles annually are going to "Nowhere" across that span.

Highway officials, who had to revise upward early conservative estimates of bridge traffic as soon as the span was built, are still doing it.

And predictions as to when the annual revenue will exceed the cost of operation are being revised to bring this date closer to the present. Similar revisions are being made in the predicted date when all the bonds for the \$24 million bridge will be retired.

The press upstate, as well as the citizenry of Oregon outside Clatsop County, were not bashful in claiming that Clatsop County had perpetrated a monster rip-off on the taxpayers when, under the leadership of State Sen. Dan Thiel and Rep. Bill Holmstrom, they pushed a bill for the bridge bonds through the 1961 legislature and obtained the signature of then Gov. Mark Hatfield.

It took a lot of doing to get that big bond issue—biggest for highway purposes in Oregon history at that time—through a somewhat skeptical legislature. It also took a lot of doing to get Washington to cooperate, which it finally did in a small way, although pushing the lion's share of its portion of the cost upon the taxpayers of little Pacific County.

Clatsop was fortunate that its legislators, Thiel and Holmstrom, both were persuasive and aggressive and had much influence which they exerted to the utmost.

But we had to endure a lot of jibes during the period 1962-1966 while the span was under construction. Pictures of the unfinished bridge jutting out over the river were published upstate, along with unflattering captions. "Bridge to Nowhere" was one that produced a lot of chuckles.

Well, those scoffers can eat their words now.

The Highway Department hired a firm of "experts" to make a 1966 traffic prediction. This organization estimated that the volume would start small and grow slowly. About 800 cars daily, the experts guessed, increasing slowly to maybe 1,000 daily by this year. Well, more than 2,000 vehicles daily actually crossed in 1976, and the volume this year is ahead of 1976.

In 1967, first full year of operation of the bridge, total traffic was 418,700 vehicles, or 1,147 daily. This total forced a drastic upward revision of the estimated future traffic, and this was

followed by another revision, also upward. The experts had underestimated terribly and the scoffers—if they paid any attention at all—should have felt a bit chagrined. It was becoming apparent that the bridge would eventually pay for itself—something the Cassandras upstate had dolefully predicted would never happen.

The rate of increase in traffic volume has continued to increase at a pace that confounded the best guesses of the Highway Department.

In 1973 the annual increase was at a rate of 5.3 per cent; in 1974 it dropped slightly for the only time that has happened. It was the year of the gasoline shortage. Remember it?

But in 1975 the rate jumped to 12.6 per cent and last year it climbed again, to 17.5 per cent—the biggest annual increase since the bridge was built.

And this year is running ahead of 1977, resident Highway Engineer Eldon Everton reports. There has been a gain over 1976 figures in every month except April.

The most recent upward revision of future traffic estimates was made by the Highway Department in 1973, and what happened? After the 1974 lull, the rate of growth immediately jumped well ahead of the 1973 prediction. The forecast called for 611,700 vehicles in 1975. The actual total was 646,100. The prediction for 1976 was 636,200. Actual total was 759,300. (The 1966 prediction had been 358,000 for 1976.)

And so it goes. Another upward revision of traffic forecast seems indicated.

And what of the financial situation?

All doubts that the bridge would pay off have been dispelled. The only thing that could throw a monkey wrench into the situation would be another oil embargo by the Arabs.

That \$24 million cost looked big in 1962, when 30-year bonds to finance the bridge were sold by the Highway Department. There was no way annual revenue in the first years could equal the annual cost of operating expenses plus debt retirement. An annual deficit of \$1 million at the start required annual subsidy from Oregon and Washington highway funds to carry the bridge.

But increased traffic brought increased revenues. The annual deficit is now down to \$250,000 and Highway Department officials now predict that by 1979 or 1980 revenues will exceed annual costs, about five years earlier than previously predicted.

Original predictions were that the bonds would all be retired by 1992, 30 years after their issuance. But by 1973 highway officials projected retirement of the bonds by 1991. Now it appears

that maybe they will be retired by 1988 or 1990, if the present rate of traffic increase keeps up.

So, within five years from now quite probably the bridge will begin paying more than it costs, and within a little more than a decade, the whole bond issue would be retired.

When will collection of tolls be stopped?

Highway Department officials say no decision has been made. It is possible the bridge could become toll-free as soon as the bonds are retired. However, it is also possible tolls will be continued until the subsidies advanced by the states of Oregon and Washington during the bridge's early years are repaid. These sums amount to some \$7 million for Oregon and \$1.9 million for Washington. Estimates are that repayment of the subsidies would require continuing the tolls until about 1997.

How does it happen that the bridge has done so much better than was expected? I haven't heard any expert

analysis of this phenomenon. Obviously, growing tourist traffic is a major factor. Trucking, notably of logs from southwest Washington, has exceeded expectations. Also, shoppers from the north shore have flocked across the bridge, lured by Oregon's sales tax-free stores. All these factors have contributed.

Bridges generate their own traffic, knowledgeable people told us when the Astoria span was being built. Certainly this must be true of our bridge.

So the fearsome folk who thought the span would never pay off can forget their worries. And the scoffers can eat crow. Some of them might want to come down some sunny day and take a ride across the "Bridge to Nowhere." But don't come on a sunny summer Sunday afternoon, for if you cross southbound in the late afternoon you might be backed up with a throng of others somewhere out on the 200-foot high top of the main channel span while a multitude of cars works its way through the toll gate.



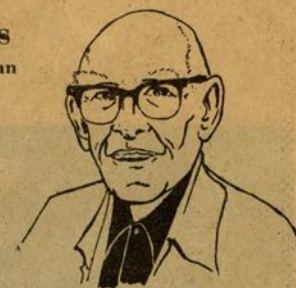
LOU GRANT  
© 1977 Los Angeles Times

"I HEAR THE MIDDLE EAST IS LOVELY THIS TIME OF YEAR"



# Migration from Missouri

Fred Andrus  
For The Daily Astorian



One hundred or more of the 2,150 inhabitants of Warrenton all come from Shannon County, Missouri, most of them from the little town of Birch Tree, population about 500.

People from Birch Tree began moving to Warrenton in 1928 and more of them kept coming until about the time of World War II.

It was World War I, plus the pleasant climate of the Oregon Coast that lured these Missourians to take the 2,000-mile journey to the far west coast of Oregon. Better job opportunities also were appealing.

Mrs. Carl See, Smith Lake, who as a little girl of five with her parents, Mr. and Mrs. W.S. Hamilton, and nine brothers and sisters, made the trek to Oregon, tells how it all happened.

"Two of my uncles, my mother's brothers, whose name was Layman, served in the Navy in World War I and were stationed here," Mrs. See said. "They liked it here, so they stayed after the war, getting logging jobs in the woods out of Seaside. Also, two of my father's sisters had married Portland men and were living in Oregon.

The Layman boys apparently wrote home with glowing accounts of the climate here, so much milder than that of south central Missouri, where Shannon County lies on the fringes of the Ozark Mountains.

"My mother's health was declining," Mrs. See continued her story. "The source of her poor health couldn't be determined, but it was decided that she ought to get out of the Ozark area with its extremes of heat in summer and cold in winter.

"My oldest brother Loren Hamilton was in touch with his uncles in Clatsop County. They persuaded him to have father rent his farm and move out here.

"So, in April, 1928, they decided to lease the farm and move to Oregon. They were living in Winona, another small village of out 500 people, a short distance from Birch Tree.

"The Jake Maize family were neighbors and old friends. They decided to come along.

"My father and brother bought a new Chevrolet sedan and a flatbed truck, on which they built what we today would

call a motor home. The Maize family had two cars.

"We 10 Hamilton children ranged in ages from 3½ to 23 years old. I was next to the youngest at 5½."

The little caravan of Missourians traveled west by the southern route to avoid the cold, late spring weather in the Rockies. There was a three weeks stop in Texas for Mrs. Hamilton, who was quite ill, to undergo surgery. Finally the party reached Seaside at the end of May.

Mr. Hamilton and the older boys went to work in the woods. After a year in Seaside, the families moved to Warrenton, where some of the boys went to work in the Prouty sawmill and the broom handle factory which it operated.

The move to this area proved a wise one. Not only was there work for willing hands, but Mrs. Hamilton's health improved and she lived past the three score and ten years which is supposed to be our normal allotment on earth.

The successful journey of the Hamilton and Maize families had its impact on the remaining population of Birch Tree.

Families there continued to follow the Oregon Trail for the next 15 years, impelled perhaps in some degree by Horace Greeley's well-known admonition to "go west, young man." Mrs. Hamilton's recovery of her health was also impressive testimony of the benefits of Oregon's climate.

"Also," Mrs. See said, "the area there was suffering from lack of industry. As younger people grew up, they had to look for jobs elsewhere and they had learned that jobs could be had in Warrenton for ambitious, hard working people."

A few families went back to Birch Tree, but then returned to Warrenton.

Why did the migration cease? Mrs. See suggested one possible reason—the Shannon County area is now thriving, with an economy based on raising beef cattle.

Dot Martin, who works in Jiggs Johnson's Warrenton drug store, came from Birch Tree to Warrenton in 1943 and apparently was one of the last migrants to come this way. Her brother

Jack Martin had moved to Warrenton in 1935, and worked in the Del Mar Company's pilchard processing plant at Flavel.

Among present day Warrenton families whose origin was in Birch Tree are the Dunns, Culps, Fraziers, Laymans, Hamiltons, Maizes, Haydens, Ledgerwoods, and Teagues.

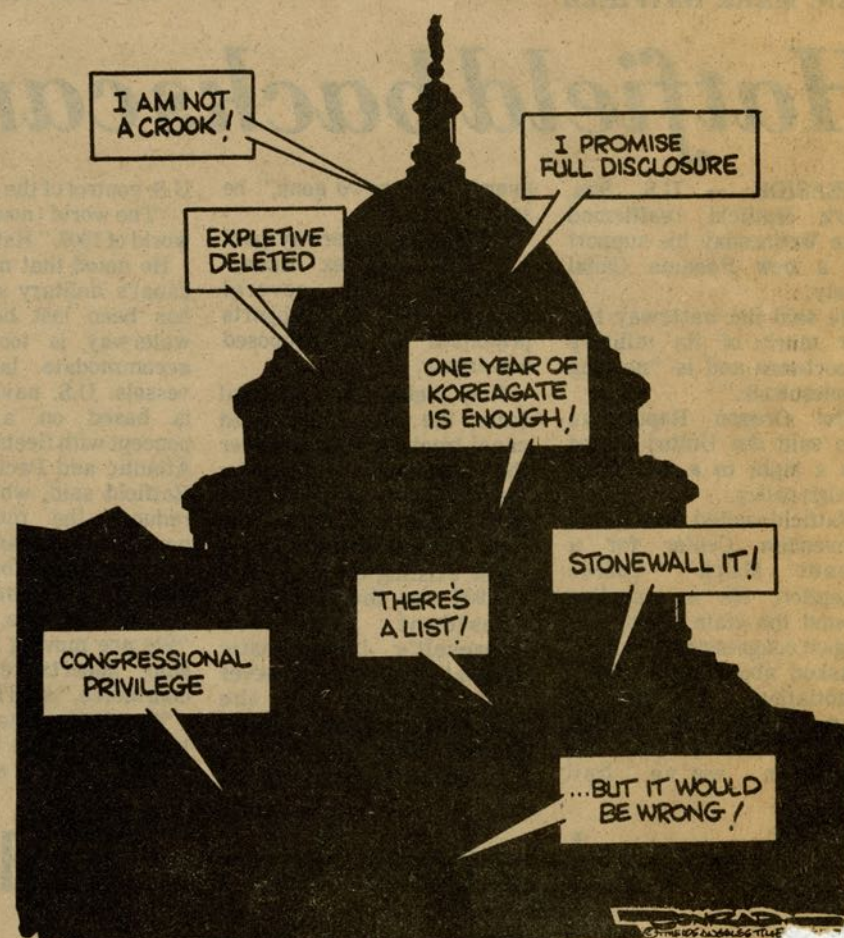
The Maize family, who with the Hamiltons were the pioneers of the movement to Warrenton, operated a boarding house for several years after arriving there, later going into the grocery business.

The Hamilton family is planning a reunion in Warrenton this month and

more than 60 people are expected to attend, mostly from Warrenton and the Portland-Salem area.

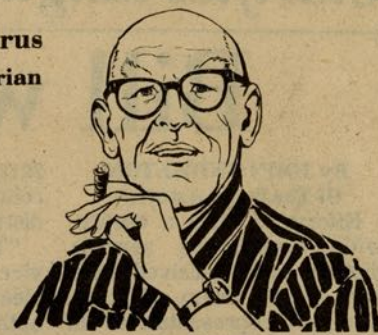
Some of the original emigrants from Shannon County are now deceased, after more than four decades since their westward trek, but their families have thrived and multiplied.

Some Astorians of Finnish descent tell me there have been similar movements to this area of substantial numbers of people from a community in Finland, with the original emigrant drawing others by writing home in glowing words about his new home. Some day I will try to tell the story of some of these migrations.



Stop me if you've heard this one . . .





# Of dry skies, dried pages

Several people have chided me because, in a recent discussion of the extremely dry weather in 1976, I never reported whether the year just ended was the driest in Astoria's recorded weather history.

Well, it was.

I didn't report it because at the time I wrote the year wasn't quite ended and the final report hadn't come in from the National Weather Service at Clatsop Airport.

Later The Daily Astorian reported 1976's drought as a record, but the story was apparently overlooked by some people.

The total 1976 precipitation was 48.92 inches, which was 0.46 inch less than the previous low mark of 49.38 inches, set in 1884.

Astoria weather records began in 1854 and are complete except for one or two small gaps for all the years since then. So the 1976 record covers a long period.

Surprising thing about it is that the shortage of rain last year all was accumulated in the final three months. October had 2.96 inches, a shortage of 3.84; November had 1.45 inches, a shortage of 8.33, and December's 4.20 inches was 6.37 under the average.

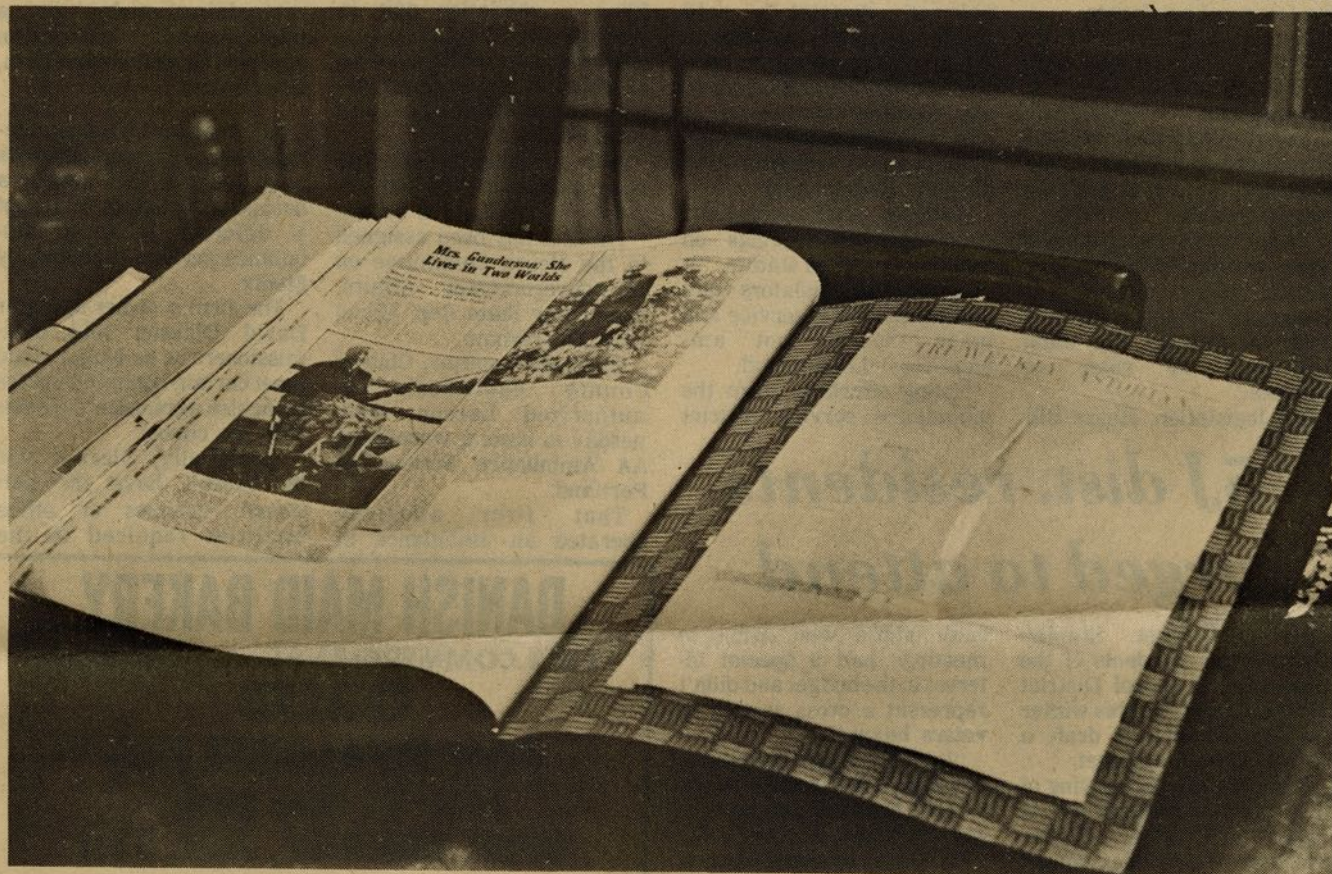
That's a shortage of 18.54 inches for the three months, or less than half the average for that period. Since the shortage below normal for the entire year was 17.43 inches, it is apparent that the precipitation was actually slightly above average for the period January-September inclusive, and all the shortage occurred in those final three months.

The average annual rainfall for Astoria as recorded by the National Weather Service at Clatsop Airport is 66.35 inches. This is considerably less than the average of 75.99 inches recorded by the old U.S. Weather Bureau for the period 1854-1930 in a pamphlet published in 1931.

Does this mean the climate is getting drier, or does it simply result from the fact that in the earlier years the rain was recorded in Astoria and that since 1953 the measurements have been taken at the Clatsop Airport in Warrenton? Who knows? My guess is that the latter explanation is correct and that there is actually a bit more rain in Astoria, where the hills tend to slow down the march of the rain-bearing clouds, than on the flat lands of the Clatsop Airport.

There seems to be a lot of interest here in the weather, more so than in many communities, and this is perhaps because we have so much of it—lots of rain, lots of wind, and lots of sunshine, some times.

At any rate, people are interested, and a failure to note adequately that 1976 was a record dry year produced surprising reaction.



Sadie Crang's scrap book, opened to page containing Vol. 1, No. 1, of Tri-Weekly Astorian, which started publication in 1873.

The drought last fall also made us appreciate some of the blessings we obtain from rainfall, as the late Clifford Barlow of Warrenton once said in a chamber of commerce promotional booklet, "adequate to our needs."

Without it, the fall salmon runs have been late, and in some coastal streams there is grave concern lest the delayed runs may be permanently lost. The smelt have failed to appear in the Columbia, a full month after their usual arrival time. Frosts have been more severe than usual, to the detriment of shrubbery and delicate plants in flower gardens. Traffic has been jeopardized by slippery roads and streets, causing some serious accidents and unusual expense for sanding roads. It is a wonder that water shortages have not developed in local communities. Perhaps Astoria can be thankful that absence of fish packing this past fall cut down the normal high cannery demand for water and thus prevented a shortage.

At any rate, we had the remarkable phenomenon of people wishing out loud for rain in the middle of January, an attitude almost unbelievable in Clatsop County.

Miss Sadie Crang, who died in 1965 at the age of 95, kept a monster scrap book in a two foot by two foot book of wall paper samples.

Members of her family have loaned the book to the Clatsop County Historical Advisory Committee, and the committee's Chairman, Russell Dark, has found it a mine of historical information.

Miss Crang spent 90 years of her life in Astoria. Her giant scrap book is filled with magazine and newspaper clippings, old Regatta programs and similar items, dealing with all kinds of subjects—construction of the Astoria bridge, the Centennial celebration of 1911, shipwrecks and many others.

There is, for instance, an 1899 Regatta program telling in detail how the Astoria Football Club, under the guidance of City Editor E.J. Smith of the Morning Astorian, established the Regatta in 1894. There is also a newspaper interview with the late Frank Spittle, who had a hand in those proceedings of long ago, telling the same story.

Miss Crang kept the scrapbook for more than a half century, according to Winifred Allen of the Port of Astoria, who loaned the book to the historical committee.

"She also kept a scrapbook of fashions, going back many years," Miss Allen reported.

Sadie Crang was for many years an active worker in Grace Episcopal Church here and one of her church activities was establishing and leading

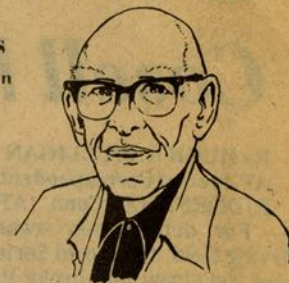
Astoria's first Boy Scout troop.

Books dealing with the Pacific Northwest's past have become fairly plentiful in recent years. Two of the latest are "Myron Eells and the Puget Sound Indians" by Robert H. Ruby and John A. Brown, and "Maritime Memories of Puget Sound" by Joe Williamson and Jim Gibbs. Both are issued by Superior Publishing Company, Seattle.

Although both deal with Puget Sound country, there is considerable basis for interest in this area. The Indians of Puget Sound were much like those who inhabited the lower Columbia region. Myron Eells, one of the earliest graduates of Pacific University at Forest Grove, lived as a missionary among Puget Sound Indians. He made many notes and drew many accurate sketches of their way of life, which the authors of the book found in Whitman University archives at Walla Walla. Many of Rev. Eells' sketches are reproduced in the book.

The "Maritime Memories" book is lavishly illustrated with photographs of old ships, some of them well known on the Columbia River, and would be an excellent addition to the library of anyone interested in the maritime past of the Pacific Northwest.





# Pillar of the community

Last week I wrote about the building of the Astoria Hotel, which later became the John Jacob Astor. The name of William P. O'Brien appeared prominently in this account, as he was the most prominent single individual in the financing and construction of the hotel.

O'Brien was for many years one of Astoria's most influential citizens and deserves more than passing mention.

There were better and more permanent monuments to his civic activities than the now-defunct hotel. Notable among these are the Astoria Column atop Coxcomb Hill and the Astor Library, neither of which would exist today were it not for O'Brien's leading role in promoting them.

There are many others, such as Astoria's railroad station, and the seawall that keeps the river out of downtown Astoria.

O'Brien was a colorful individual, a native of Ireland whose speech was a rich Irish brogue as long as he lived.

The O'Briens claimed royal descent, stemming from Brian Boru, an Irish king of around 900 A.D.

William Patrick O'Brien was born in County Clare June 3, 1879. He died in Astoria in December 1962 at the age of 83.

The young O'Brien came to the United States at the age of 19 and went to work for his mother's brother, Simon Normoyle, a contractor here in those days. Later he worked for Charles Callender and W. P. McGregor at the Astoria Box Factory, located where the Astoria Plywood Corporation's mill now stands.

Eventually O'Brien and the late Chris Olsen gained control of this mill and operated it for many years. He kept it running through both good and bad times, including the depression of the 1930s, providing a steady payroll for the community. He also operated the Knappton sawmill for a time, before it burned in the 1930s and went out of business.

In 1950 O'Brien sold the Astoria mill, then known as the Clatsop mill, and was active in getting the promoters of the Astoria Plywood Corporation to buy it. They established their present plant on the site, so this industry is in a sense another monument of O'Brien's enterprise and sense of civic responsibility. His sawmill was obsolete and had to close, but he ensured that a payroll would continue at this site.

O'Brien's list of civic activities is a long one. He was at various times a Port of Astoria commissioner, president of the Chamber of Commerce, member of the Sanitary and Reclamation commission that built the seawall along downtown Astoria's river front, Oregon commander of the Knights of Columbus lodge, and had many other posts of responsibility.

O'Brien's role in obtaining the Astoria Column came about as the result of his friendship with Ralph Budd, president of the Great Northern Railway. O'Brien became acquainted with Budd because his mill shipped much lumber out on the Spokane, Portland and Seattle Railway line, a subsidiary of the Northern Pacific and Great Northern.

Budd came here frequently in his private car. One day, looking up to Coxcomb Hill towering above the railroad yards, O'Brien commented that he tried to keep a flag flying there, but it was difficult.

"If that hill was in Ireland we'd build a tower on it," he told Budd.

The railway man was interested. The idea of the Astoria column was conceived then and there, and went on to fruition when the railway company put up most of the money to build it, with assistance from Vincent Astor, descendant of Astoria's founder.

O'Brien's influence with Budd also led to the handsome brick structure which for many years served as Astoria's railway passenger station.

The idea of a veterans' memorial library building arose from discussions between O'Brien and the late Merle Chessman, Astorian-Budget publisher, as World War II drew to a close. They thought it would be fitting and proper for the community to build a memorial to its growing numbers of war veterans. What better than a fine library building to house the city library, which was then moving from pillar to post as a tenant in various spots?

So a fund was started for a county library building, to be a veterans' memorial, and O'Brien was the principal fund raiser. He had many connections within the lumber business, and he used them to the utmost to obtain donations.

A substantial fund was raised, but the drive came up against a serious obstacle when the county commissioners

withdrew their financial support which made the Astoria library a county library.

It took years of writing and litigation before the dilemma could be solved and the money could be used for a veterans' memorial wing — the present Flag Room — on the city library. A handsome donation from the late Lord John Astor finally made possible the building of the present library, but neither O'Brien nor Chessman, the original promoters, lived to see the fulfillment of their dream.

O'Brien was Astoria's "Mr. Republican." He was for 25 years the party's Clatsop County chairman and he stuck with its principles through thick and thin, even when the county went strongly Democratic.

He was not a Notre Dame graduate, but that university's football team had no stronger supporter than O'Brien, who made many trips to South Bend, Indiana, in the fall of the year to see the

Fighting Irish play.

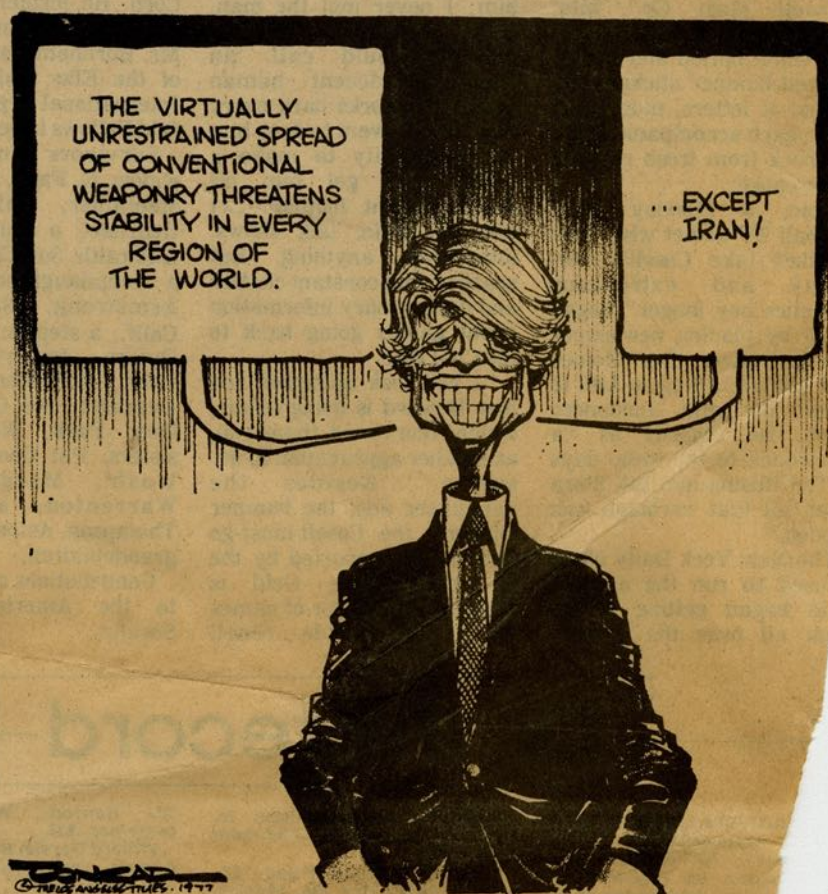
O'Brien was an ardent lover of the United States, which had given such great opportunity for success to an immigrant youth from Ireland.

When the state of Oregon built the present Armory here, somehow it forgot to put up a flag pole. To O'Brien this was intolerable, so he ordered a flagpole at his own expense and paid to have it erected.

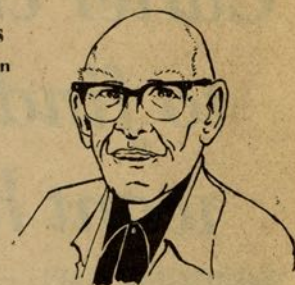
In 1960 O'Brien was the first Astoria to fly a 50-star flag from the pole in front of his home.

During the Russian-Finnish war that preceded U.S. entry into World War II, O'Brien headed a local campaign for funds for Finnish relief. In World War II he obtained use of the American Legion hall as a USO hall for black service men stationed in Astoria.

O'Brien was a strong supporter of the campaign for a bridge across the Columbia and hoped to live long enough to cross the bridge. He lived to see construction under way.







# Trip preparations involved

Getting ready for a visit to the People's Republic of China is a major project, according to Mary Esther Smith, Clatskanie nurse, who is one of a party of 20 nurses planning to visit that country in November.

Mrs. Smith has sent me copies of a multitude of documents, many of them from the American Nurses' Association, sponsor of the trip she will take. These include instructions on what to do and what not to do, what papers must be filled out, other necessary preparations, and advice on how to behave.

"You can see for yourself how complicated things have been," Mrs. Smith writes. "Anyhow, I think that I am on the home stretch. I am getting the Alien's Application Form for Entry or Transit Visa filled out this week. In the meantime I've been reading much about China."

Some of the instructions are interesting. For instance, travellers carrying maps of China should be careful they show Taiwan as part of China, or they will be lectured on the subject when they get there. China must not be referred to as "Red China" but as the "People's Republic of China" or "Mainland China."

Visitors who just go as tourists may not be able to get in. China prefers visitors who have purpose, such as the group of nurses has in inspecting Chinese health facilities.

Visitors must be prepared for total regimentation as to where they can go and what they can see. Guides known as "Chinese responsible persons" will supervise all sightseeing. One must be careful not to bring any books that the Chinese might consider subversive, and one should not bring any children's books for gifts to Chinese kids. All western kids' books are evidently considered subversive.

However, despite the many tribulations involved, there apparently is a long waiting list of Americans eager to visit the country.

Mrs. Orpha Proudfit of Fort Clatsop road, who started raising worms in the spring of 1976, reports that she has made \$2,600 in her first year — not bad for a sideline enterprise — and that the future looks bright. She has sold \$400 worth so far this year.

"I emptied all my beds of worms and have started over," she said. One buyer took \$2,100 worth to build up her own worm business.

"I am informed that the market keeps growing," she said. "There are

more growers all the time, but there always seems to be a shortage of worms."

One new use of worms seems to be for treatment of sewage and industrial wastes. Mrs. Proudfit sends a bulletin from Long's Long Life Wormery, Inc., of Eugene, her supplier, which reports that worms can eat 1,000 tons of sludge from paper mills in a month. A plant with 42 tons of red worms will soon start in Eugene, to consume waste material. The worms eat their own weight in "feed" every 24 hours, Mrs. Proudfit says, turning it into "castings" which provide a rich topsoil fertilizer.

Maybe the hard-pressed county government, which has so much trouble finding a way to dispose of the solid waste from Clatsop garbage dumps, might look into the idea of feeding it to the worms.

Lloyd Howell of Astoria has given the Columbia River Maritime Museum an 1841 naval cutlass which his father long ago obtained from a man named Sullivan, who found it between the walls of a house he was demolishing at 3rd and Bond.

The cutlass is of a type used by the Navy for about 25 years. It has a straight blade about 20 inches long and was made by Ames Cutlery Company in Massachusetts, so it was known as the Ames Cutlass, according to Michael Naab of the museum.

Howell also gave the museum a brass plate with the legend "Sponges and Rammers" that came from a deck locker of the Navy's gunboat Concord, of Spanish-American War fame. The Concord, old-timers here will remember, lay at the quarantine station dock in Knappton, Wash., for many years. It was scrapped in Astoria about 1929 or 1930. Howell obtained the plate from the late Arthur Zimmerman, a diver and salvage worker here for many years.

From the National Archives in Washington, D.C., Naab has obtained a photograph of Lightship 88 — now the museum's property — leaving New York for the West Coast in 1908. The lightship came around Cape Horn in company with two other lightships and three buoy tenders, and another photo from the National Archives shows all three of the lightships.

From Tom Bell, son of the late Mr. and Mrs. Burnby Bell, the museum has received an 1884 article on Astoria from Harper's Weekly magazine, and an 1895 illustrated book on Columbia River salmon fishing, with several fine

photographs of the fishing activities of those days.

Two of the mill stones from the Falls Paper Company mill below Youngs River falls are still lying in the swamp at the mill site and Vern Davis of Crown-Zellerbach Company has volunteered to guide county Roadmaster John Dooley and a party of workers to the spot so they can retrieve the stones.

Now the question is what to do with them once they are rescued, says Chairman Russell Dark of the county historical advisory committee, which discussed the problem at its last meeting, without result.

Back in 1886, when the Camas, Wash., paper mill burned, R.M. Brayne and Louis Elbon bought some of the machinery, brought it down river on the steamer Telephone. They obtained a 10-year lease on a site at the falls, moved the machinery there by barge, built a dam above the falls and piped water to

the mill, developing 300 horsepower.

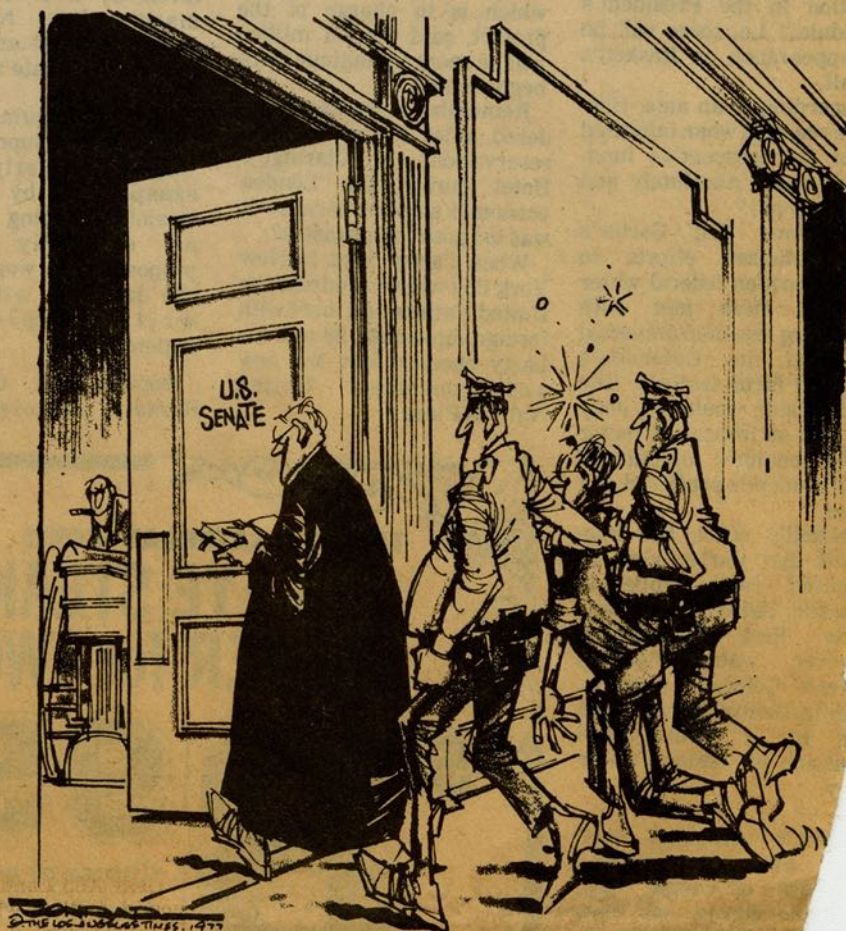
Eight of the grinding stones from the Camas mill were barged to the site.

The mill produced six tons of pulp daily, and employed 14 men. Later, under new owners, pulp was shipped to Oregon City. The pulp was of fine quality and won first prize at the 1893 Chicago Fair.

In 1903 the mill was shut down by a broken pump and never reopened.

The site was abandoned and had long been forgotten when Crown-Zellerbach surveyors found it a few years ago. Six of the stones were recovered and two remain in the swamp. One is in the front yard of the Clatsop Historical Museum, one is in Portland, one in Salem, one in Washington. The location of the others is unknown.

The Astoria City Council has approved removal of the remaining stones, which are on property the city acquired some years ago as a possible site for a water storage reservoir.



Natural gas chamber





# Monument site sought

The Clatsop Historical Advisory Committee is still looking for a suitable location for a monument honoring local fishermen.

At a recent meeting the committee heard Bob Miller, Seaside artist and wood carver, discuss the problem. He said the nature of whatever site is chosen will dictate the style of marker that should be erected.

The committee is generally agreed that a waterfront location is desirable, but just where on the waterfront to put it is in question. One possible location is Smith Point; another is near the new Maritime Museum; a third is under the Astoria bridge.

The committee has been talking about a wooden marker, probably of long-lasting cedar. In discussion with Miller, the suggestion was made that redwood might be preferable, as it will outlast cedar. Miller estimated a cedar marker would last two or three generations, a redwood marker considerably longer.

Miller suggested laminated cedar or redwood slabs, with carving on the surface in deep relief. Committee members seemed to think this might be a good idea. Miller will bring sketches of possible monuments to the next meeting of the advisory committee on April 18.

George Fulton told committee members that the Rotary Club is interested in developing a mini-park at Smith Point, and that the fishermen's monument might tie in with that.

Committee members will discuss the situation with Rotary officials, it was decided.

Also looking for a location for a historical marker is the local Veterans of Foreign Wars post.

Lee Bonnell, district commander of the VFW, said the post has salvaged the barrels of two French 75-millimeter cannon, relics of World War I that formerly stood in the court house lawn before they were replaced about 30 years ago.

These guns have been standing in the open at the city shops for all the years since they were removed. The undercarriages and wheels are gone beyond repair, but the barrels are still in good condition, if they can be suitably mounted, Bonnell said. There is a firm that will restore the carriages, if funds can be found.

The guns are stored at Camp Rilea, but officials there need the space and

would like to have them moved.

The VFW post would like to find a place to mount them as a memorial to World War I veterans, if it can find a suitable support for them.

Another project of the county historical advisory committee is a monument at the Astoria Column park for John F. Chitwood, 1839-1920, known as "the father of Coxcomb Hill."

Chitwood, who came to Astoria in 1879 from Chitwood Island in the Willamette River near Salem, where the family was flooded out, became a Clatsop logger and was known as the first to use a steam donkey engine in the Clatsop woods.

He long dreamed of a monument atop Coxcomb Hill to commemorate the Lewis and Clark expedition. In 1880 or thereabouts he blazed a trail to the summit of the hill and in 1915 completed a wagon road to the summit. He died six years before the Astoria Column was erected.

Dick Thompson, stone mason, suggested to the advisory committee that a granite slab obtained from the Salmonberry River granite outcrop near the Clatsop-Tillamook line be used for the monument and that it be laid flat on the sloping bank beside the steps leading up to the area around the column. Thompson said permission of the city Parks and Recreation Commission will be needed and that he will submit the idea to the body at its next meeting.

Another site suggested to the historical advisory committee for a marker is the location of "Shark House" at the northwest corner of 9th and Astor streets.

The U.S. sloop of war Shark was wrecked on the Columbia River bar in 1846. The survivors, brought to Astoria in Indian canoes, built a two room log cabin at that site and lived in it until they could be transported home again.

The "Shark House" was torn down to make way for a Hudson Bay Company warehouse, which later gave way to the Parker House Hotel, which also is long vanished.

The property is now owned by Ocean Foods Company and this firm's permission will be needed if a marker is put there.

The wreck of the Shark was for many years commemorated by Shark Rock, a huge boulder on which survivors of the Shark and later survivors of the

wrecked bark Industry carved their names. This rock was originally located near what is now 14th and Exchange. Later the Kiwanis club salvaged it, during rebuilding of streets after the 1922 fire, and re-erected it in the middle of Niagara avenue, between 7th and 8th Streets. Several years ago, when the city government eliminated the park strip in the middle of that block, Shark Rock was removed to the basement of the Maritime Museum.

This rock might make a suitable marker at the Shark House location.

Had an interesting note from Judy McVay of Clinton, Wash., the young lady who carved the totem pole over a friend's grave in Knappa Cemetery. She tells something of the business of carving with a chain saw which she and other members of her family conduct at their home on Whidbey Island in Puget Sound.

The family also operates a nursery for trees and shrubs at this location.

"The wood working shop is right along side the nursery and visitors are always welcome," she says.

"It was once said that we have transformed the chain saw into a tool for unique artistry. Our technique is very simple. The basic patterns are cut on the band saw. The carvers then shape or carve the objects with a chain saw. With a king-size blow torch the carvings are charred. Then the charcoal is removed to reveal a near-finished piece. The final touches include paint—where it is used—wax or oil to give the carving its special quality. Many people ask us what kind of wood lends itself so well to this rough treatment and the answer can only be cedar. This is because it is soft wood to carve, contains no pitch and is resistant to all kinds of bugs and disease. It lasts forever."



Human rites



THE DAILY ASTORIAN

An Independent Newspaper

Predictable prediction

It is not surprising to hear members of the legislature and school administrators predicting that "safety net" school finance measure, to be voted on May 17, will be rejected by the voters.

The reason is obvious. Democrats in the legislature have not united behind the plan although its author, Sen. Jason Boe, is a Democratic Party leader. And the education establishment is not unified on the proposal. Many educators are saying that it's necessary to have some machinery for keeping the schools in operation but that they are not enthusiastic about the Boe scheme.

In the face of that, voters are perplexed.

Oregon's school finance structure is complex. The state provides less financial support for operation of the schools than most states. That places much of the burden on property. But most school districts either do not have property tax bases or have bases that are so far below adequacy that huge sums of money beyond the 6 per cent limitation must be approved by the voters to keep the schools open. Equalization is not understood by most voters.

Efforts to get Oregonians to make substantial changes in the funding structure have been unsuccessful. The most recent, known as the McCall Plan, would have raised personal and corporate income taxes to levels providing full state financing of the schools. That was resoundingly rejected.

We hear incessantly that Oregonians are suffering under the burden of property taxes levied to operate the schools, city and county governments, and that relief must come to avoid a massive rebellion. But when proposals to relieve the property tax burden are submitted they are rejected.

We do not see the "safety net" plan in itself as an adequate answer to Oregon's school finance problem, but it is a beginning. To continue with an arrangement that requires that voters approve levies of hundreds of thousands of dollars and in some cases millions outside the 6 per cent limitation to keep the schools open is absurd. Voters are blackmailed by this arrangement. It's all or nothing. Public school education is too important to be handled so badly. The "safety net" would keep the schools open and that's of sufficient merit to support it.

But it isn't being supported by those persons whose opinions will count most with many voters. Many legislators and educators don't like it. They don't assume any responsibility for saying to the voters that they have a better plan that will accomplish the same result.

Under the circumstances it doesn't take unusual perception to predict defeat of the "safety net." But it does require some intelligence and determination to find an acceptable substitute. And, unfortunately, those two ingredients are in short supply.

Bits and Pieces

Fishing monument missing

Astoria is about the only major fishing seaport city in the U.S. that doesn't have a monument to its fishermen, according to Chairman Russell Dark of the Clatsop Historical Advisory Committee.

Even little Hammond has a memorial to the fishermen and coast guardsmen who perished in the loss of the fishing vessel Mermaid and the Coast Guard lifeboat Triumph on Peacock Spit a few years ago, Dark noted.

So the historical advisory committee at its meeting this week continued work on its current project of establishing a suitable memorial on the Astoria waterfront to fishermen who have perished in pursuit of their livelihood amidst the perils of the sea.

Bob Miller, Seaside wood carver, submitted a couple of sketches for a carving to be cut on a panel of cedar or redwood and erected at a prominent waterfront spot.

The committee members preferred a sketch showing a fisherman on a tossing sea, in the foreground, with a sailing vessel in the background, and flags of the U.S., Norway, Finland, Denmark and Sweden surmounting the whole thing.

It was suggested that Miller substitute one of the old-style sail-powered gillnet boats for the square-rigged vessel in his sketch, and that the four flags be carved on the top of the slab, rather than use actual flags which would involve frequent care and maintenance chores.

Miller said he would do some more work on the sketch and bring it back to the next committee meeting.

The historical advisory committee has obtained permission from the city government to put up a marker at the site of the "Shark house" at the corner of 9th and Astor streets.

This is where the survivors of the crew of the U.S. sloop-of-war Shark, wrecked at the Columbia River mouth in 1846, built themselves a house to live in while awaiting a ship to carry them home to the east coast. The crewmen lived there about a year.

The Shark's crew carved a report of the wreck on a huge basalt boulder that originally stood on the river shore at what is now 13th and Exchange streets. When downtown Astoria was rebuilt after the 1922 fire, this rock was about to be buried by a fill for new streets.

Members of the Astoria Kiwanis Club cut off the top of the boulder, containing the carving by the Shark crew and a later inscription carved by survivors of the wreck of the bark Industry. It was

mounted in the park strip that formerly was in the middle of Niagara Avenue between 8th and 7th streets.

When the city government in its wisdom a few years ago decided to eliminate this park strip, the Shark rock had to go. It is now in possession of the Columbia River Maritime Museum, stored in the museum basement. No doubt it will be re-erected on the grounds of the new museum.

Hiram Johnson, who was for several years a member of the Oregon Board of Forestry, told the historical committee of the State Forestry Department's plans for a booklet telling the story of the county-state forestry program in Clatsop County.

This book will be important, Johnson said, because it can be used to inform legislators in future years of the nature of Clatsop's unique public forest, and the reasons why Clatsop is entitled to the major part of the revenue this forest produces.

Johnson said that efforts continually crop up in the legislature to divert these revenues, and that it takes constant vigilance to thwart them. They arise mostly from ignorance on the part of legislators, he said.

The Forestry Department wants local help in telling the history of forestry in Clatsop County, Johnson told the committee.

Providing such information can be a valuable service to the county, for as Johnson said, the Clatsop public forest program is under pressure at nearly every legislative session, particularly ones which find the legislators hard pressed for revenue sources and eager to find new ones. We must help keep them aware of the fact that this forest is a Clatsop County institution, managed by the state only for the benefit of Clatsop taxpayers, and is in no way a potential source of state revenue.

Fort Stevens State Park has a new historian, Bob Sutton from Salem, and he is looking for old soldiers who did time at Fort Stevens.

Sutton wants to build up the historical material about Fort Stevens in the new visitor center at the state park. He showed up at the Clatsop Historical Advisory Committee meeting, and took down the names of three old Fort Stevens soldiers for future interviewing—County Commissioner Orvo Nikula, Ted Stokes, and this writer.

The historical advisory committee is building up a store of old Clatsop

County pictures. Chairman Russell Dark recently was permitted to look through some 12 albums of such pictures, owned by Mrs. Gertrude Wright, daughter of Henry Wedekin, who was for many years a photographer here.

The albums contained pictures taken by Wedekin and by Mrs. Wright herself, and she permitted Dark to make copies of some of the most historically valuable and interesting ones.

The subject of forestry, which I was discussing a few paragraphs back, is a reminder that the special committee of CREST (Columbia River Estuary Study Task Force) which is preparing a regional policy for estuary and shoreland management, has been revising the first draft of the policy book. Special attention is being given to forestry in this revision, which comes after a series of public hearings and receipt of letters from various individuals and agencies to whom the draft was submitted for comment.

Considerable of the comment that came to the committee expressed concern at a paucity of attention given

forestry, the main industry in this area, and at what some considered a slighting of economic values in favor of environmental values.

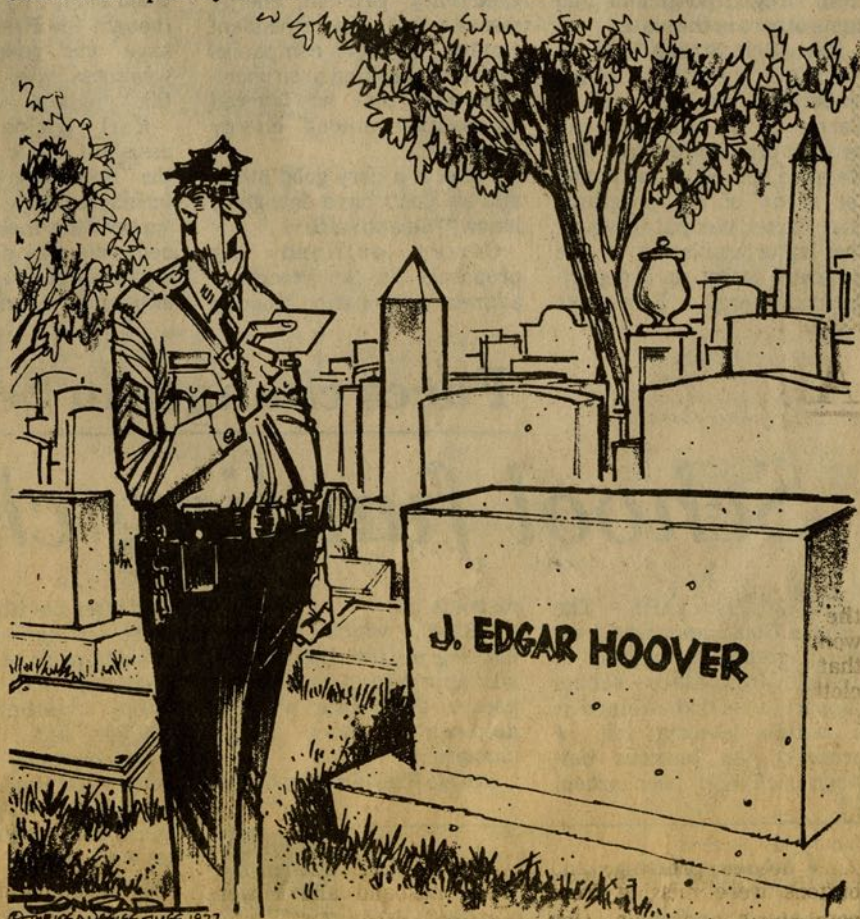
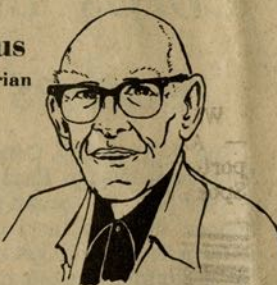
There was also concern about lightness of emphasis on the importance of agriculture, and this subject is also getting attention in the revision process.

John Wolcott of Crown-Zellerbach Company, Seaside, called the committee's attention to the fact that the fog belt of the Oregon-Washington coast, including western Clatsop County, is one of the five best timber-producing areas in the world. He urged that this important factor in the economic value of the forests of this county not be forgotten.

The regional policy book that CREST is preparing will eventually become available to cities in the Columbia estuary area, and to Clatsop, Pacific and Wahkiakum counties for incorporation into their comprehensive land use plans.

So the committee is working slowly and carefully to make the policy book a good one.

Fred Andrus  
For The Daily Astorian



You have the right to remain silent . . .



THE DAILY ASTORIAN

An Independent Newspaper

Straub's good advice

Many will agree with Gov. Straub's statement to a recent seminar on solar energy that "we must avoid an early over-reliance on atomic energy until we can answer the troubling questions of what to do with atomic wastes and used plant facilities. We must not rush into a blind compact with the devil."

Oregonians last year rejected a proposal that would have, in effect, ruled out the construction of nuclear generating facilities in this state. But many who thought that was going too far expressed concern with what is going to be done about storage of nuclear wastes. That concern spreads across the country.

Solar energy that is economically feasible may be years away. When it is perfected it may not be able to satisfy more than a fraction of the nation's energy requirements. But we don't have to know now how solar energy research will turn out. It is enough

to know that the results will not be in soon and that the nation must turn to other sources of energy. The nation has immense coal reserves and the know-how to produce nuclear-generated power.

The best option until something better comes along is to combine conservation of energy with generation of power by coal and nuclear methods.

Gov. Straub is quite right in warning against over-reliance on nuclear power. To decide that the best solution for the nation for the foreseeable future was all-out concentration on nuclear generation would be a mistake.

That could occur. Economic stability is the foremost concern of most Americans. Jobs are related to energy. If nuclear generation can guarantee the necessary energy to create jobs for all who want work the urge to stack all our chips on it will be strong. It must be rejected.

No more

Organized labor leaders have been extremely unhappy with President Carter. The only break in their discontent came when Secretary of Labor Ray Marshall, with the support of the AFL-CIO, agreed to support legislation that would make it more difficult for employers to fire workers.

Congress vote what they think is best for all of their constituents and will not be committed to special interests. They don't concede that organized labor had more influence than any other group on the floor of the House of Representatives.

Germond and ... writing of ... "Such

Bits and Pieces

Name it Dar...er, Derby Creek



Fred Andrus  
For The Daily Astorian

Who around here ever heard of Lt. George Derby of the U.S. Army, the officer who reconnoitered the route of the 1855 military road between Astoria and the Tualatin Valley?

I know I never had heard of him until an article appeared in the Eugene Register-Guard, written by Bob Frazier, its editor, reporting that the Oregon Geographic Names Board proposed to honor the memory of Lt. Derby by naming a tributary of the Nehalem River for him.

As described by Frazier, Lt. Derby must have been a fascinating individual, the kind of humorist one wishes he might have known.

"Most of his professional life he was a lieutenant," Frazier writes. "Promotion eluded him, partly because he was outrageous, impertinent, a punster, practical joker, and wit — none of those traits likely to win a person speedy advancement in the Corps of Topographical Engineers."

Lt. Derby graduated seventh in his class of 1846 at West Point and was just in time for the Mexican War, where he was wounded at the battle of Cerro Gordo.

Frazier reports a possibly apocryphal story that General Winfield Scott stopped by where he lay wounded on the battlefield and that the following conversation ensued:

General Scott: My God, DARby, you're wounded.

Derby: Yes, General Scott.

General Scott (bristling): My name is Scott, not Scott.

Derby: And my name is DERby, not DARby.

Partly, no doubt, as result of such incidents as this, Lt. Derby was shipped to remote California, arriving in time for the gold rush, where he mapped the mouth of the Colorado river and said Fort Yuma was so hot the hens laid hard-boiled eggs. In San Francisco, Frazier reports, he served a dinner to fellow officers with a menu featuring roast mule, kangaroo cutlets and rat-tail soup.

In 1855, Lt. Derby was shipped even deeper into the backwoods — To Fort Vancouver, in Washington Territory, which he called "a disgusting country north of Oregon."

One of his assignments was to survey and build a military road from Astoria to the valley. He did the survey, but

became ill and was sent back east in poor health, dying in May 1861, aged 39.

The Oregon Geographic Names Board proposes to give his name to a stream about three miles long that rises on the southeast side of Giveout Mountain in Washington County and flows southeasterly into the Nehalem River, not far from its source and not far from the route of the military road he surveyed. The stream parallels the route of this road. It will be called Derby Creek.

Why is it that some animals have many streams named for them, while others have few if any? Got to wondering about this while travelling about the state and noting the number of Bear Creeks, Wolf Creeks, Beaver Creeks and the like. There must be scores of each of these creek names in the Pacific Northwest. There are Eagle Creeks, Salmon Creeks (and a Salmon River), and even a Louse Creek. But did you ever see a Squirrel Creek or a Chipmunk Creek? I never did. Why not a Seagull Creek somewhere?

The Columbia River Estuary Study Task Force (CREST) is entering the final year of its scheduled existence with a race against time to complete its work by its official termination date of July 1, 1978. Its final task is to complete management plans for seven segments into which the estuary has been divided.

As one notes the rush to finish this important job, one wonders if it was wise to set a rigid completion date for CREST's life. Planning the management and development of the Columbia River estuary is a big and important job which ought not to be done in a rush. The local governmental agencies which make up CREST should have adequate time to review the plans which the CREST committees prepare for each segment of the estuary, before final adoption of the plans. With seven local management plans to be completed in the 11 months remaining, it is going to be a scramble to get them all done on time.

When these management plans are complete, they will become integral parts of the local comprehensive land use plans of each governmental entity, thus providing coordination among these community plans, for best

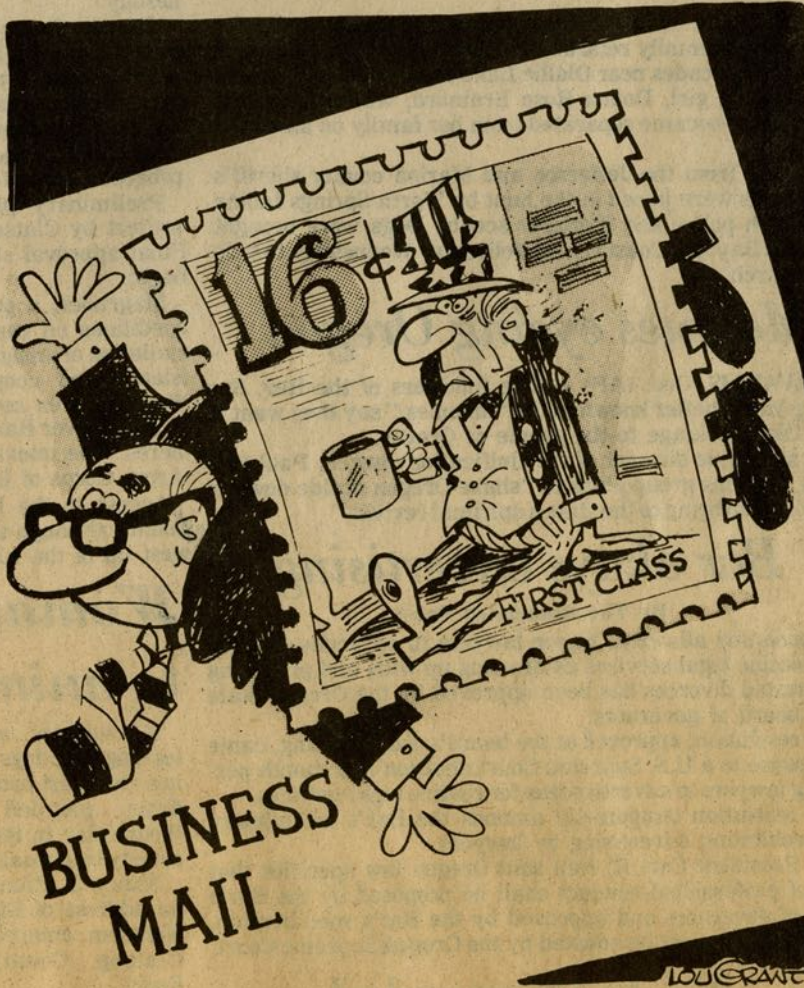
development of the estuary from a regional viewpoint.

CREST's staff has compiled a mass of information on which to base its planning. Management plans for each segment of the estuary are being developed by local committees, so that the people of the areas concerned have the most to say about the kind of plan that will be provided for each area.

What will become of the accumulated information that CREST possesses, and how estuary-wide planning will be coordinated in future after CREST

ceases to exist, is still unknown.

This mass of information needs to be kept where it is readily available to local planners, rather than carted off to some archives which are difficult of access. Also, planning is a continuous process. The planning work that CREST has done will be subject to change as future conditions change. Some thought should be given to how the necessary changes in the estuary plans can be accomplished, and how it can be coordinated with the local governments involved.



Stuck again





# Public forest history

3-10-77

The Oregon Department of Forestry wants to publish the story of the Clatsop County public forest, a pioneer of its kind in the state.

Jim Fisher and Jack Campbell of the department were here recently to consult with Hiram Johnson, long time member of the Oregon Board of Forestry and former Clatsop county commissioner, regarding the project.

They met with him and a few other local people to discuss the assembly of information from people who recall the establishment of this forest in the 1930s and the events that led up to it.

Further meetings will be held and a list of possible sources of information will be assembled. Fisher will outline the scope of the publication and submit the outline to the local people for their suggestions, before starting actual work.

This seems an excellent project. Nearly four decades have passed since the public forest was created by action of the county court and the state legislature, and there aren't many people around who remember why and how such action was taken.

The story needs to be told, in part as a warning to us and to future generations never to let the conditions recur which created the necessity for establishing this forest.

School districts and other public agencies in the county are enjoying the revenue from timber sales in the public forest, distributed in the same proportions as tax money, and have become so used to this annual largess that they take it for granted. Few of the public officials who spend this money or the taxpayers who have their tax bills reduced by its existence are aware of the story of how this source of funds came into being.

The story needs to be told so that all of us in Clatsop County can be aware that this is a county resource, even though the forest is managed and owned by the state. If we are aware, we can be zealous to protect this resource and prevent raids upon the revenue by the state legislature.

Attempts to raid this money have been made by past legislatures, and such attempts can be expected again as the annual revenue from sales of public Clatsop timber increases. Such revenue has not yet reached its peak. Timber

sales are expected to peak and level off about 1990.

What brought the Clatsop public forest into existence? We need to realize that Clatsop alone among western Oregon counties had originally no public forest lands. We have no national forest land and no Oregon and California land grant property within our borders.

All Clatsop forest land was privately owned until the 1930s. Our forests were among those most accessible to rail and sea transport, and were logged early. In the 1920s and early 1930s, when depression hit the nation, owners of Clatsop timber lands found the burden of taxation on their standing timber oppressive, virtually confiscatory. Many decided to cut and run—literally. They cut their old growth timber as fast as they could and shipped it to the mills, then abandoned their lands rather than pay taxes on them.

The county thus came into ownership of vast holdings through tax foreclosure. Some was sold. Crown-Zellerbach built up its big Clatsop forest holdings by buying much of this foreclosed stump land.

The then county court, led by Judge Guy Boyington, conceived the idea of holding foreclosed timber land, as a potential source of future revenue through sale of timber, as a yardstick for keeping timber prices reasonable, and as a lure for new timber-processing industry.

The county had no resources for proper management of a major forest establishment; the state did. With the cooperation of State Forestry Department officials and the help of Gov. Charles Sprague, legislation was enacted in 1939 making possible the transfer of the Clatsop holdings to the state under an arrangement guaranteeing to the county a three-fourths share of revenues from future sales of timber from the public lands, and guarding against raids on this revenue by a provision that no change could be made in the management of the forest or distribution of revenues, except by permission of the county commissioners.

As the years have passed, production of timber has grown under scientific management by a state forestry crew assigned to the Clatsop forest, and a

sustained yield program has been established, ensuring continued revenue.

The detailed story of this program, so important to every Clatsop County taxpayer, is what the Forestry Department proposes to tell in its forthcoming publication. It is a project that deserves the cooperation of all Clatsop citizens who can contribute to it.

Idaho Gov. John Evans has sent word to the Oregon legislature that "it is not our desire to disrupt Oregon's lower river commercial fishing interests" if Idaho is admitted to the two-state compact under which Oregon and Washington regulate the commercial fisheries of the Columbia River.

However, commercial fishermen

may be a bit skeptical of this statement, since about the only objective that Idaho has expressed in the past for admission to the compact is restriction of the gillnet fishery.

In fact, this is about the only major benefit Idaho could expect to gain from membership in the compact.

I remember a couple of days spent a few years ago in Salmon, Idaho, a town that makes its living off the sport fishing industry. Every citizen there seemed fervently dedicated to extinction of commercial fishing on the Columbia. "If we could just exterminate those d---d gillnetters, we'd have some fish" was a frequently-heard sentiment.

Admitting Idaho to that compact would be like giving the fox the key to the hen roost door or making Yasir Arafat president of Israel.



Rush to judgment



THE DAILY ASTORIAN

An Independent Newspaper

Worthy of close examination

A proposal made to the state Board of Higher Education that admission standards be raised at the state's three publicly supported universities isn't new. The board began examining the pros and cons of it several years ago when enrollments at the universities were increasing so rapidly that providing facilities and services was extremely difficult.

The consideration then was limited to University of Oregon and Oregon State University. The board thought Portland State University could not be included because of the role which brought about its creation. That role is to serve residents of the Portland metropolitan area who cannot afford financially to attend an institution beyond commuting distance.

That board concluded that there was merit in raising admission standards for freshmen at Oregon and Oregon State so long as those who could not meet the higher requirements had other places to go. Those other places were the state-supported regional colleges at La Grande, Ashland and Monmouth and community colleges.

The best argument against raising admission standards at Oregon and Oregon State held that if the result was decreasing enrollments at those institutions valuable resources would not be used to the extent they were planned for and that would be wasteful of taxpayers' money.

Proponents of higher admission standards at the universities were pointing to the University of California which was admitting only the top high school graduates to its Berkeley and Los Angeles branches. California was forced to that by the huge numbers of young men and women who wanted university educations.

It appeared at the time that the state of Oregon's state-supported universities were going to be under the same pressure for as far ahead as anyone could see. But a variety of circumstances has changed the situation. Enrollment growth at the state-supported universities has slackened off.

There's nothing wrong with raising admission standards for freshmen at Oregon and Oregon State so long as those who can't qualify can go elsewhere for their lower division educations and all who qualify can enter the universities in their junior year for the specialties they seek in pursuit of professional careers.

One of the results would be the beefing up of enrollments at La Grande, Ashland and Monmouth. Another would be relieving of the universities of providing special classes for students who are inadequate in writing and mathematics.

The total resources of the state system of higher education might be better used and to the benefit of the taxpayers.

The learning process

One of Jimmy Carter's assets when he was campaigning for the presidency was having had no involvement in the federal government. He criticized the federal establishment and promised to turn it upside down and got thousands of votes in the process because he was expressing what so many voters said they'd do if they ever were given the opportunity.

Now, he and his supporters have learned through his presidency that things are not exactly what they seemed. Nothing has contributed more to the process of educating them than the perils and tribulations of the President's energy policy program.

Because he didn't stick with it after a big opening salvo on energy, the President is probably more responsible than anyone else for the fix the program now finds itself in. It will be struggling for survival over the next two weeks in a Senate-House conference. There, Speaker of the House Tip O'Neil is expected to represent the

President's interests against attacks which powerful senators will make. The President isn't likely to have any influence on the outcome. The result will be determined almost completely by the legislative branch of government.

The lesson for the new President is that if he truly believes one of his programs is of very great importance to the nation and the people, as he said energy policy was, he's got to work closely, day after day, with legislators. They respect the office of President but they do not do the bidding of the occupant solely because he says they should. The Congress of the United States does not perform as the state of Georgia's legislature does.

If the President is going to compile the record he set out as his goal he's going to have to do a much better job of working with Congress. That will take some doing for thus far his associations with Congress have been miserable.

Easy decision

The president of the University of Oregon, Dr. William Boyd, said last week that he does not favor taking a moral stand barring recruiters from the campus who represent companies with holdings in South Africa. Administrators and trustees of all institutions of higher education should take that position.

The Oregon Board of Higher Education has been asked by a student group to sell stocks in companies that do business in South Africa. Lewis and Clark College, a private institution in Portland, is under the same pressure.

The state Board of Higher Education shouldn't have any difficulty arriving at a decision.

Traditionally the board has refrained from taking a position on political issues or permitting the administrators of its institutions to do so. U.S. relations with the government of South Africa should not be the official concern of Oregon colleges and universities.

THE DAILY ASTORIAN

An Independent Newspaper

J. W. Forrester Jr., Editor  
Donald J. Budde, Gen. Mgr.  
Todd Merriman, News Editor  
Charles Savage, Retail Adv. Dir.  
Charline McLoughlin, Clsfd. Adv. Mgr.  
Kenneth Bue, Production Supt.  
James Crowl, Circulation Mgr.

Bits and Pieces

Tongue Point given to feds

The Port of Astoria is working with members of the Oregon congressional delegation to get back a part of the Tongue Point property that the people of Clatsop County once gave the United States for free.

The port is hopeful that the government will declare surplus to its needs the southern part of the Tongue Point reservation, including five of the eight finger piers in the Tongue Point basin. The port would develop this area for container cargo and other maritime uses. Sens. Bob Packwood and Mark Hatfield and Rep. Les AuCoin are being cooperative and helpful in the effort, says Port Manager George Grove.

Right now the federal government is making new surveys to locate definitely the boundary of the tract scheduled to be declared surplus, after which the property the port wants will probably be turned over to the General Services Administration for disposal. Under federal law, federal agencies get firm first chance to claim the property, then state agencies, and then local agencies such as the port district.

Tongue Point has a long and sometimes colorful history, going back to 1900 when a naval board recommended it as a site for a naval station, the first of three reports making the same recommendation. The other survey boards were headed by Admiral Helm in 1917 and Admiral C.W. Parks in 1919.

Clatsop County people were eager for such a development, for which the Parks board recommended an expenditure of up to \$5 million for a submarine and destroyer base.

People here organized to campaign for the project, but then the Navy threw a curve. It demanded the Tongue Point property be given free to the government.

Undaunted, local citizens rallied to meet this demand. A group of 75 prominent local citizens, including some who owned Tongue Point property, told the county and port authorities to go ahead with the offer of free property, and they would underwrite the cost. They had offers of help from as far away as Cathlamet and Wheeler.

Estimates obtained by this group priced the land the Navy wanted at \$100,000, and petitions for an election to authorize the county to buy the property were prepared.

The proposal was on the ballot for the November 2, 1920 general election and it won approval by 3219 votes to 1166. It authorized the county court to exceed the 6 per cent tax limitation by \$100,000 "to aid the government of the United States of America in improvement of Columbia River, Cathlamet Bay, for naval base and aerial improvement purposes."

Meanwhile Congress voted \$250,000 for starting construction of a Tongue

Point base, so the county at once bought the property and prepared to transfer title. The property totalled 371 acres. It was deeded to the Navy in January 1921.

The Navy did some grading to provide a level area on the east side of the Tongue Point neck, and built a dock with three wooden finger piers.

Then in 1923, after the nations had signed a naval limitation treaty, a Navy board headed by Admiral Rodman recommended that work be stopped.

Tongue Point sat idle for a decade, with alder trees growing up on the new fill. It became a dandy spot for swimming and for big picnics, such as those held by the Elks, Longshoremen, Fishermen's Union and other such groups.

In 1934 the activities of Japan in the Far East stimulated new interest in naval development in the Pacific. Local citizens took the lead in organizing the Columbia Defense League. Supported by the Astoria and Portland Chambers of Commerce, this group began to exert pressure, through the Oregon congressional delegation, for the Navy to make good on its promises prior to getting the free land. This league had statewide support, but encountered opposition of high Navy officers. In 1934 a Navy board recommended nothing be done.

For six consecutive years the league sent emissaries to Washington, D.C. to lobby for a Tongue Point base. The late Merle R. Chessman, publisher of the Astoria Evening Budget and a leader in organizing the Columbia Defense League, was a member of each of these missions to Washington.

In 1936 the late Sen. Charles McNary and the late Rep. James Mott—whose home was in Astoria—introduced a bill to authorize a naval seaplane base at Tongue Point. Although the House Naval affairs committee endorsed this bill in both 1936 and 1937, it was twice defeated by close margins.

In 1938 the Columbia Defense League sought to obtain Navy support, and found a friend in Admiral William Leahy, new chief of naval operations. He obtained appointment with President Franklin D. Roosevelt for Chessman and the late James Hope of Astoria, who were the Defense League emissaries to Washington that year. They came away with the understanding that the president had agreed to recommend a base be built, but later were chagrined when instead he only recommended another survey.

Then Rep. Mott introduced a bill to provide a study and report on naval air shore stations throughout the U.S. The bill passed, resulting in appointment of a board headed by Admiral Hepburn which reported not favorably to Tongue Point. However, the House committee went ahead with authorization and an

Last of a series

Korea tension still runs high

EDITOR'S NOTE: President Carter has announced he intends to withdraw all U.S. forces from Korea within the next five years. But the American troops still there must be constantly on alert. Here, in the last of a five-part series, is a look at our military presence in Korea.

By PETER ARNETT  
AP Special Correspondent

AT THE DMZ, South Korea (AP) — The sons of the men who had fought the war a generation ago glare at each other with practiced hostility.

The last bombs fell in 1953 and lush foliage softens the raw edges of the old battlefields. But the war was never terminated by a peace treaty and tension is in the air as American soldiers stride around the unfenced Panmunjom meeting area, only arm-swinging distance away from the unsmiling North Koreans.

"I bring all my troops up here to get the real feel of the place, to get to hate the enemy," said Maj. Gen. Maurice Brady, commander of the 2nd Infantry Division, the last U.S. combat area left in Korea.

As if on cue, a young GI commented: "I wish we could kill some of them, sir." The general cautioned the soldier against overeagerness, but he sounded somewhat indulgent.

Already that day, Brady had had to

listen to complaints about underdone lunch steaks, salt and pepper shortages and the other minor matters that end to preoccupy garrison forces. Just a few days earlier, he had relieved a battalion commander for fraternizing too openly with prostitutes around the base camp.

Finding a gung ho soldier 24 years after the war was over was a plus for Brady who said he spends most of his time trying to keep his men fully aware of the dangers of the twilight peace that has fitfully settled over the 38th parallel border between the two Koreas.

"Let's face it," Brady said, "If the worst happens here, if the North invades again, there'll be a lot of Americans killed. We'll lose an infantry battalion right off. I want my men to remember that."

President Carter intends to withdraw most of the 32,000 American soldiers from Korea within the next five years and South Korean officials and critics in the United States fear the North may be tempted to invade.

Seoul officials insisted that should war come, the 19-division South Korean army would bear the brunt of the fighting and that the American presence was basically only a deterrent to the Communists.

American Army and Air Force commanders in Korea assume, however, that as long as U.S. forces remain, they will become immediately and totally involved in a resumption of the war. They spend their days trying to figure out how best to resist the combination of factors that undermine fighting ability.

"The taxpayer has the right to assume we're ready, but that's an easy word to say and hard to define," said a senior American who said the Army is now on its 14th major revision of readiness reporting since 1952.

For the 2nd Infantry Division which sits astride the likely invasion routes, the major problem is personnel. Not only are important maintenance slots filled with people of lesser rank and experience, but the rotation system lowers standards.

"My people are assigned to me for a year," said Brady, "but in actual fact I have each of them only for about four productive months because of the setting-in process. What I need is a two-year assigned tour for key people

appropriation to establish a naval air station at Tongue Point. It was dedicated in 1939, and went into service just in time for World War II.

Finally completed in 1941, the station supported a group of PBV flying boats which had extensive patrol duty in the North Pacific, mostly against submarines.

After the war the base was turned over to the Navy Bureau of Ships for a storage area for amphibious craft. Eight finger piers were built and the two huge hangars were converted to workshops for ship repair. Up to 500 amphibious vessels were tied up there, as they came in one by one from wartime duty in the Pacific and were decommissioned, joining the reserve fleet.

As the years passed and these ships became superannuated, they were either turned over to the navies of allied nations or sent to the boneyard. Finally in 1960 the Navy closed the station.

As it stood idle, with the federal government apparently having no further use for the property, a group of

local businessmen sought to buy it, offering \$9 million. They ran afoul of the late Sen. Wayne Morse, who castigated them for trying to take advantage of the government. He said the offer was far too low.

Then, apparently trying to make amends to this community, Morse described Astoria as "the deepest pocket of poverty" in the US and called upon the government to utilize the idle base, as a boost to the area's economy.

The result was a dramatic visit by President John F. Kennedy in 1962. Kennedy, the first president to visit Astoria since Grant back in the 1870s, flew to Tongue Point in a helicopter, with Sen. Morse in his party. The President, speaking to a crowd of about 7,000 people on a sunny day on the concrete apron of the Tongue Point station, promised the government would use the property.

This President kept his promise, and the result was establishment of the Job Corps base which still operates there.

The Job Corps, however, does not use the industrial part of the property on the south side, and it is this the port hopes to obtain.

Fred Andrus  
For The Daily Astorian



Carter leading the Israelis out of the wilderness.

such as my own staff, unit commanders and technicians."

School vacations also catch up with the 2nd Division. Forty per cent of the officers rotate home in the summer months to be with their families. The combat outfit is also at the end of the Army's longest supply line and priority spare parts are slow to arrive.

To compensate, Brady drives his men hard. Army sources report that a special investigation team recently concluded that Brady was overworking his people and not giving them enough time to themselves.

Brady didn't deny it. The wiry veteran of two previous wars said: "We train here for combat, for the worst." During a frontline tour, he alerted an infantry company on call just outside the DMZ to assist if necessary at the Panmunjom conference area. He smiled with satisfaction when they were clocked at five minutes in assembling, mounting their trucks and speeding off.

The U.S. Air Force is similarly alert. "We are only four or five minutes away from a potential air threat," said Maj. General Robert C. Taylor, commander of all air forces in Korea, including the 314th air division and its two fighter wings. Taylor has aircraft alerted to get off the ground in much less than 10 minutes and has computerized an array of enemy attack scenarios which, he said, "can be implemented within seconds."

The North Korean air force is well regarded and American pilots foresee a bloody series of air battles should a war begin. "Until we surged with backup forces from the United States and Okinawa, we would be outnumbered," said one pilot.

"For the first time in my experience we are teaching our pilots disengaging tactics and other defensive moves. We are learning slashing kinds of attacks, going for the weakest. That's how we'll survive," he said.

Because of serious incidents at the DMZ, including the axe murder of two American officers in August last year, tensions remain high and are sometimes made worse by military exercises.

American and South Korean forces change positions continually, moving in and out of battle situations. "We like to

keep the North off balance," said one official.

Another official said, "We like to blow our whistle and get out sometimes. It tends to shake up our superiors. And we have to be careful, our activities might be misinterpreted by the other side."

The allied side also watches North Korea closely. "We need a minimum amount of time to man the battlefield. We don't have men in the foxholes all the time," one officer said. "We have less than 24 hours to build up our ultimate defenses, to lay down the last minefield, get up the last artillery."

American officials have no doubts that should North Korea attack, it would be sudden and massive. "They would try to win a lightning war, probably try and take Seoul within 90 hours," said Brady.

The Communists already sit within shelling distance of the South Korean capital. They have over 2,000 tanks and large numbers of forces that presumably would be thrown into the attack. Some Americans believe U.S. casualties would be very high initially.

South Korean leaders declare that their own army has the capability to win a war against the North, if the U.S. Air Force helps out and some sophisticated antitank weapons are provided.

Advertisements on the right margin including "CITY SANITATION DEPT. CAFETERIA" and "TODAY'S SPECIAL junk food".